2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

43

Henrico County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | | | | He | enrico Ma | aintenand | ce Area | | | | | | | | |
|-------------------------|--------|------------|----|------------------|-------|---------------|---------------------------|------------|----------|----|-------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | E 1 | | | | | | | | | | | | |
| 1 Brook Rd | 0.30 | 20000 | G | 96% | 1% | NCL 1% | Richmond 0% | 1% | 0% | F | 0.089 | F | 0.593 | 22000 | G | 2003 |
| 1 Brook Rd | 0.83 | 23000 | G | From: 97% | 0% | 2% | I-95 0% | 1% | 0% | С | 0.091 | F | 0.533 | 24000 | G | 2003 |
| 1 Brook Rd | 0.72 | 22000 | G | From: 97% | 0% | Hi 2% | lliard Rd 0% | 1% | 0% | F | 0.093 | F | 0.593 | 23000 | G | 2003 |
| 1 Brook Rd | 0.48 | 24000 | G | From: 97% | 0% | Will 2% | kinson Rd 0% | 1% | 0% | F | 0.087 | F | 0.554 | 25000 | G | 2003 |
| 1 Brook Rd | 1.42 | 24000 | G | From: 95% | 0% | SR 73 | Parham R | d 1% | 0% | С | 0.088 | F | 0.557 | 25000 | G | 2003 |
| <u> </u> | | | | To: | | | I-295 | | | | | | | | | |
| 1 Brook Rd | 0.73 | 33000 | G | 95% | 0% | 3% | 1% | 1% | 0% | F | NA | | | 35000 | G | 2003 |
| 1 Brook Rd | 0.98 | 24000 | G | From: 95% To: | 0% | 3% | Center Parl 1% r County L | 1% | 0% | F | 0.086 | F | 0.523 | 25000 | G | 2003 |
| | | | | From: | | | Richmond | | <u>_</u> | | | | | | | |
| 2 301 Chamberlayne Av | 0.55 | 16000 | G | 95% | 1% | 2% | 0% | 2% | 0% | С | 0.092 | F | 0.578 | 17000 | G | 2003 |
| 2 (301) Chamberlayne Av | 2.47 | 16000 | G | From: 96% | 0% | 2% | I-95 0% | 1% | 0% | С | 0.119 | F | 0.763 | 17000 | G | 2003 |
| 2 301 Chamberlayne Av | 0.17 | 29000 | G | From: 96% | 0% | 2% | rham Rd 0% | 1% | 0% | F | 0.105 | F | 0.726 | 31000 | G | 2003 |
| <u> </u> | | | | | | | r County L | | | | | | | | | |
| 5 Osborne Tnpk | 1.99 | 10000 | G | 92% | 0% | 1% | 5% Market Ro | 1% | 0% | С | 0.12 | F | 0.835 | 11000 | G | 2003 |
| 5 New Market Rd | 2.13 | 7300 | G | From: 94% | 1% | | ome Tnpk | 1% | 0% | С | 0.115 | F | 0.787 | 7700 | G | 2003 |
| 5 New Market Rd | 3.27 | 7500 | G | From: 93% | 1% | Labu 1% | ırnum Ave 2% | 3% | 0% | С | 0.104 | F | 0.696 | 7900 | G | 2003 |
| | | | | To: | | | I-295 | | | | | | | | | |
| 5 New Market Rd | 4.70 | 2600 | G | 94% | 0% | 3% | 0% Church R | 2% | 0% | С | 0.089 | F | 0.641 | 2800 | G | 2003 |
| 5 New Market Rd | 1.72 | 2400 | G | 94% | 0% | 3% | 0% | 2% | 0% | F | 0.086 | F | 0.745 | 2400 | G | 2003 |
| <u> </u> | | | | To: | - / 0 | | ity County | | | - | | | | | | |
| | | · <u> </u> | | From: | | Goochlar | nd County | Line | | | | | · <u> </u> | | | · <u> </u> |
| 6 Patterson Ave | 1.04 | 19000 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.089 | F | 0.559 | 20000 | G | 2003 |
| | | | | From: | | Pı | ump Rd | | | | | | | | | |
| 6 Patterson Ave | 0.69 | 24000 | G | 96% | 0% | 1% Ga | 2% skins Rd | 1% | 0% | С | 0.092 | F | 0.637 | 25000 | G | 2003 |
| 6 Patterson Ave | 1.04 | 21000 | G | 98% | 0% | 1% | 1% | 1% | 0% | С | 0.091 | F | 0.586 | 22000 | G | 2003 |
| 6 Patterson Ave | 0.52 | 22000 | G | From: 99% | 0% | 1% | 0% | 0% | 0% | F | 0.095 | F | 0.522 | 25000 | G | 2003 |
| 6 Patterson Ave | 0.97 | 20000 | G | 97% | 0% | 1% | rham Rd 1% | 1% | 0% | С | 0.098 | F | 0.659 | 23000 | G | 2003 |
| 6 Patterson Ave | 0.94 | 18000 | Α | From: 99% | 0% | 1% | rest Ave 0% | 0% | 0% | С | 0.115 | Α | 0.611 | 20000 | Α | 2003 |
| | | | | | | | Richmono | | | | | | | | | |
| 33 Staples Mill Rd | 0.38 | 13000 | G | 97% | 0% | Hanover 1% | r County L 1% | ine 1% | 0% | F | 0.100 | F | 0.713 | 14000 | G | 2003 |
| 33 Staples Mill Rd | 0.61 | 15000 | G | From: 98% | 0% | 1% | I-295 0% | 0% | 0% | F | 0.107 | F | 0.54 | 16000 | G | 2003 |
| ~ | | | | To- | SR 15 | 57; Springf | ield Rd; M | Iountain R | ld | | | | | | | |

| | | | | | He | enrico Maintenar | nce Area | l | | | | | | | |
|------------------------------|---------|--------|----|---------------------|------|--------------------------------|------------------|------------|----|-------------|----|---------------|-------------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | ruck e 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | | | | | | | | | | | | |
| (33) Staples Mill Rd | 2.18 | 11000 | G | 98% | SR 1 | 57; Springfield Rd; 1 1% 0% | Mountain 1 | Rd 0% | F | 0.105 | F | | 13000 | G | 2003 |
| 33 Staples Mill Rd | 1.05 | 16000 | G | To: From: 98% | 0% | 43-7526 Hungary | y Rd 0% | 0% | F | 0.102 | F | 0.678 | 19000 | G | 2003 |
| (33) Stapiso to | | | | | 0,0 | | | | • | 00_ | • | 0.0.0 | | | |
| 33 Staples Mill Rd | 1.10 | 33000 | Α | From: 98% | 0% | Parham Rd 1% 0% | 0% | 0% | С | 0.11 | Α | 0.568 | 39000 | Α | 2003 |
| <u> </u> | | | | To: From: | | Bremner Blve | d | | | | | | | | |
| 33 Staples Mill Rd | 0.37 | 35000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.086 | F | 0.521 | 40000 | G | 2003 |
| 33 Staples Mill Rd | 1.01 | 32000 | G | 96% | 1% | 6 Hilliard Rd; 43-753 2% 1% | 1% | e Dr 0% | С | NA | | | 36000 | G | 2003 |
| 33 Staples Mill Rd | 1.32 | 26000 | G | From: 98% | 0% | I-64 1% 0% | 0% | 0% | F | 0.093 | F | 0.596 | 29000 | G | 2003 |
| | | | | To: | | WCL Richmon | nd | | | | | | | | |
| | | | | From: | | ECL Richmon | nd | 1 | | | | | | | |
| 33 Nine Mile Rd | 1.49 | 25000 | G | 95% | 0% | 1% 2% | 1% | 0% | С | 0.083 | F | 0.576 | 26000 | G | 2003 |
| | 0.10 | 00000 | _ | From: | 601 | Laburnum Av | | 601 | _ | | | | 04000 | | 0005 |
| 33) Nine Mile Rd | 2.10 | 20000 | G | 95% | 0% | 1% 2% Beauregard Av | 1% ve | 0% | F | NA | | | 21000 | G | 2003 |
| 33 Nine Mile Rd | 1.27 | 12000 | G | 98% | 0% | 1% 0% | 1% | 0% | С | 0.083 | F | 0.539 | 13000 | G | 2003 |
| 33 Nine Mile Rd | 1.43 | 8600 | G | 98% | 0% | SR 156; Airport 1% 0% | 1% | 0% | F | 0.095 | F | 0.568 | 9100 | G | 2003 |
| | | | | From: | | SR 33 Y | | | | | | | | | |
| (33) Nine Mile Rd | 0.15 | 2300 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.096 | F | 0.562 | 2400 | G | 2003 |
| | | | | To: | | US 60 Williamsbu | | | | | | | | | |
| | 4.00 | | _ | From: | | VILLIAMSBURG R | | 201 | _ | | _ | | 40000 | | |
| 33 (60) Williamsburg Rd | 1.38 | 13000 | G | 92% | 1% | 3% 3% | 2% | 0% | С | 0.094 | F | 0.579 | 13000 | G | 2003 |
| | | | | To: From: | | I-295 | | } | | | | | | | |
| 33) (60) Williamsburg Rd | 2.24 | 13000 | Α | 93% | 0% | 1% 2% | 3% | 0% | С | 0.117 | Α | | 13000 | Α | 2003 |
| $\sim \sim$ | | | | To: From: | | ELKO RD SR | 156 | | | | | | | | |
| 33) $\{60\}$ Williamsburg Rd | 1.85 | 9200 | G | 93% | 0% | 1% 2% | 3% | 0% | F | 0.088 | F | 0.629 | 9800 | G | 2003 |
| | | | | To: | | New Kent County | Line | | | | | | | | |
| Wye | | | | From: | | SR 33 | | | | | | | | | |
| 33) | 0.13 | 2700 | G | <u></u> | | | | | | 0.083 | F | 0.615 | 2900 | G | 2003 |
| | | | | To: | | US 60 Williamsbu | ırg Rd | | | | | | | | |
| | | | | From: | | ECL Richmon | nd | ī | | | | | | | |
| 60 Williamsburg Rd | 0.57 | 15000 | G | 96% | 0% | 2% 1% | 1% | 0% | F | 0.085 | F | 0.523 | 16000 | G | 2003 |
| <u> </u> | | | | To | | Charles City R | Rd | | | | | | | | |
| 60 Williamsburg Rd | 1.54 | 17000 | G | From: 96% | 0% | 2% 1% | 1% | 0% | С | 0.081 | F | 0.505 | 18000 | G | 2003 |
| <u></u> | | | | To: | | | | | | | | | | | |
| (a) Williamshura Dd | 1.23 | 21000 | G | From: 92% | 1% | Laburnum Av 3% 1% | e 3% | 0% | С | 0.078 | F | 0.534 | 22000 | G | 2003 |
| 60 Williamsburg Rd | 1.23 | £ 1000 | G | 92% To: | I 70 | SR 156; Airport I | | U% | C | 0.076 | ۲ | 0.554 | 22000 | G | 2003 |
| | | | | From: | | SR 156; Airport I | | | | | | | | | |
| 60 Williamsburg Rd | 1.50 | 15000 | G | 92% | 1% | 3% 1% | 3% | 0% | F | 0.086 | F | 0.588 | 16000 | G | 2003 |
| | | | | To: | | | | | | | | | | | |
| 60 Williamsburg Rd | 1.38 | 13000 | G | From: 92% | 1% | SR 33 Nine Mile 3% 3% | 2% | 0% | С | 0.094 | F | 0.579 | 13000 | G | 2003 |
| 60 Williamsburg Rd | 1.50 | 13000 | J | JZ /0 | 1 /0 | | ∠ /0 | U /0 | O | 0.034 | | 0.518 | 13000 | J | 2003 |
| 60 Williamsburg Rd | 2.24 | 13000 | Α | From: 93% | 0% | I-295 1% 2% | 3% | 0% | С | 0.117 | Α | | 13000 | Α | 2003 |
| <u> </u> | | | | To | | SR 156; Elko I | Rd | 1 | | | | | | | |
| 60 Williamsburg Rd | 1.85 | 9200 | G | 93% | 0% | 1% 2% | 3% | 0% | F | 0.088 | F | 0.629 | 9800 | G | 2003 |
| | | | | To | | New Kent County | | | | | | | | | |
| Fact | | | | From: | | Goochland County | | <u> </u> | | | | | | | |
| East 64 | 2.28 | 25000 | F | 86% | 1% | 1% 1% | 11% | 0% | F | 0.129 | F | | 23000 | F | 2003 |
| Combine | | | F | 86% | 1% | 1% 1% | 11% | 0% | F | 0.091 | F | 0.668 | 45000 | F | _000 |
| Combine | a mamo. | 7000 | • | To: | 1 /0 | I-295 | 11/0 | J /0 | ' | 0.031 | ' | 0.000 | - 5000 | • | |
| | | | | | | 1-493 | | | | | | | | | |

| | | | | | П | enneo ivi | aıntenan | ce Area | | | | | | | | |
|---------------------|---------------------------|--------|--------|--------------|----------|-----------|----------------|-----------|----------|--------|-------------|--------|---------------|-----------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tr 3+Axle | | | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | - | | | | | | | | | | | | |
| East | 0.67 | 24000 | G | 97% | 0% | 1% | I-295 1% | 2% | 0% | F | 0.125 | F | | 27000 | G | 2003 |
| 64 | Combined Traffic: | 49000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.123 | F | 0.578 | 55000 | G | 2003 |
| | Combined Traine. | 40000 | | To: | 070 | | | | | • | 0.107 | | 0.070 | 00000 | | |
| East | | | | From: | 201 | | Near Short | | | | 2 4 2 2 | | | 2.1222 | | |
| (64) | 1.43 | 30000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.123 | F | 0.000 | 34000 | G | 2003 |
| | Combined Traffic: | 59000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.104 | F | 0.600 | 67000 | G | |
| East | | | | From: | | | askins Rd | | | | | | | | | |
| 64 | 1.39 | 46000 | F | 97% | 0% | 1% | 1% | 2% | 0% | С | 0.128 | Α | | 46000 | F | 2003 |
| | Combined Traffic: | 92000 | F | 97% | 0% | 1% | 1% | 2% | 0% | С | 0 | В | 0.567 | 93000 | F | |
| East | | | | From: | | Pa | arham Rd | | | | | | | | | |
| 64 | 2.03 | 46000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.111 | F | | 52000 | G | 2003 |
| | Combined Traffic: | 92000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 104000 | G | |
| East | | | | To- From: | | US 250 | 0; Glenside | e Dr | | | | | | | | |
| (64) | 2.03 | 49000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.090 | F | | 56000 | G | 2003 |
| | Combined Traffic: | 97000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.094 | F | 0.537 | 109000 | G | |
| Foot | | | | To- From: | | US 33 S | Staples Mi | ll Rd | | | | | | | | |
| East 64 | 1.19 | 65000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.089 | F | | 73000 | G | 2003 |
| 04) | Combined Traffic: | | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.090 | F | 0.528 | 151000 | G | |
| | | | | To: | | WCl | L Richmon | ıd | | | | | | | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| East | 0.74 | 65000 | c | From: | 00/ | | o County I | | 00/ | _ | 0.000 | _ | | 72000 | C | 2002 |
| 64 | 0.74 Combined Traffic: | 65000 | G G | 97% 97% | 0% 0% | 1% 1% | 1% 1% | 2% 2% | 0% 0% | F F | 0.089 | F F | 0.528 | 73000 151000 | G G | 2003 |
| | Combined Trainc. | 134000 | G | 37 70 | 0 70 | | | 2.70 | 070 | , | 0.030 | • | 0.520 | 131000 | O | |
| East South | | | | From: | | | 95; I-195 | | | | | | | | | |
| 64 95 | 0.48 | 68000 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.087 | F | | 72000 | G | 2003 |
| | Combined Traffic: | 133000 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | NA | | | 140000 | G | |
| East South | | | | From: | | SR 16 | 61 Bouleva | ırd | | | | | | | | |
| (64) (95) | 2.72 | 72000 | В | 91% | 1% | 1% | 1% | 6% | 0% | С | 0.093 | Α | | 77000 | В | 2003 |
| \smile | Combined Traffic: | 143000 | В | 91% | 1% | 1% | 1% | 6% | 0% | С | NA | | | 152000 | В | |
| East | | | | From: | | I-95 Ea | ast Intercha | ange | | | | | | | | |
| (64) | 1.67 | 49000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.105 | F | | 51000 | G | 2003 |
| | Combined Traffic: | 91000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 95000 | G | |
| East | | | | To: From: | US | 360 Mec | hanicsville | Turnpike | | | | | | | | |
| (64) | 0.25 | 36000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.095 | F | | 38000 | G | 2003 |
| | Combined Traffic: | 70000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 72000 | G | |
| | | | | To: | | MEC | L Richmo | nd | | | | | | | | |
| Henrico County | | | | r 1 | | | | | | | | | | | | |
| East | 0.77 | 36000 | G | 94% | 1% | MEC 1% | L Richmo 1% | nd 4% | 0% | F | 0.095 | F | | 38000 | G | 2003 |
| 64 | Combined Traffic: | | G | 94% | 1% | 1% | 1% | 3% | 0% | F | 0.095 NA | 1 | | 72000 | G | 2000 |
| | Johnshied Haine. | . 5556 | | To: | 1 /0 | | CL Richmo | | 3 /0 | | 11/1 | | | . 2000 | | |
| City of Richmond | | | | | | | | | | | | | | | | |
| East | | 00000 | _ | From: | 161 | | L Richmo | | 201 | _ | 0.05= | _ | | 000== | _ | 000- |
| 64 | 0.24 | 36000 | G | 94% | 1% | 1% | 1% | 4% 20/ | 0% | F | 0.095 | F | | 38000 | G | 2003 |
| | Combined Traffic: | 70000 | G | 94% To: | 1% | 1% FCI | 1% Richmon | 3% d | 0% | F | NA | | | 72000 | G | |
| Hannia- C 1 | | | | | | LCI | ACCILITION | u | | | | | | | | |
| Henrico County East | | | | From: | | ECI | Richmon | d | | | | | | | | |
| (64) | 0.10 | 36000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.095 | F | | 38000 | G | 2003 |
| | Combined Traffic: | 70000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 72000 | G | |
| | | | | To: | | SR 33 | Nine Mile | Rd | | | | | | | | |

| | | | | | He | enrico Ma | aintenan | ce Area | | | | | | | | |
|---------------|---------------------------|----------------|--------|--------------|----------|----------------------|-------------------------|----------|----------|--------|----------------|--------|---------------|----------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| enrico County | | | | From: | | SR 33 1 | Nine Mile | Rd | ı | | | | | | | |
| 64) | 2.14 | 23000 | G | 94% | 1% | 1% | 1% | 4% | 0% | F | 0.101 | F | | 24000 | G | 2003 |
| | Combined Traffic: | 51000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | 0.091 | F | 0.69 | 53000 | G | |
| | | | | To: From: | | Labu | ırnum Ave | ; | - | | | | | | | |
| ast | 1.88 | 22000 | Α | 94% | 1% | 1% | 1% | 4% | 0% | С | 0.119 | Α | | 23000 | Α | 2003 |
| 64 | Combined Traffic: | 46000 | A | 94% | 1% | 1% | 1% | 3% | 0% | С | 0.094 | Α | 0.698 | 48000 | A | 2000 |
| | Combined Traine. | | | To: | 170 | | 6 Airport I | | | Ŭ | 0.001 | ,, | 0.000 | 10000 | ,, | |
| ast | 4.07 | 44000 | • | 94% | 40/ | | | | 00/ | _ | 0.400 | _ | | 45000 | 0 | 2000 |
| 34 | 4.07 Combined Traffic: | 14000 30000 | G G | 94% 94% | 1% 1% | 1% 1% | 1% 1% | 4% 3% | 0% 0% | F F | 0.106 0.098 | F F | 0.692 | 15000 31000 | G G | 2003 |
| | Combined Trainic. | 30000 | G | 94 /0 | 1 /0 | | | J /0 | 0 /0 | | 0.090 | | 0.092 | 31000 | G | |
| ast | | | | From: | | | I-295 | | | | | | | | | |
| 54) | 2.84 | 29000 | G | 94% | 0% | 1% | 1% | 3% | 0% | F - | 0.1 | F | | 27000 | G | 2003 |
| | Combined Traffic: | 59000 | G | 95% To: | 0% | 1% | 1% nt County | 3% | 0% | F | NA | | | 60000 | G | |
| 1 | | | | From: | | | | | J | | | | | | | |
| est 4 | 2.57 | 24000 | F | 86% | 1% | 1% | nd County 1% | 11% | 0% | F | 0.123 | F | | 23000 | F | 2003 |
| 7 | Combined Traffic: | 49000 | F | 86% | 1% | 1% | 1% | 11% | 0% | F | NA | | | 45000 | F | |
| | | | | To: | | | I-295 | | 1 | | | | | | | |
| est | 0.79 | 25000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.121 | F | | 28000 | G | 2003 |
| 4 | Combined Traffic: | 49000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | ' | | 55000 | G | 200 |
| | Combined Traine. | 43000 | Ü | 70 To: | 0 70 | | | | 070 | ' | 14/3 | | | 33000 | J | |
| est | | | | From: | | US 250 N | | • | | _ | | _ | | | | |
| 4) | 1.67 | 29000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F - | 0.113 | F | | 33000 | G | 2003 |
| | Combined Traffic: | 59000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 67000 | G | |
| est | | | | From: | | Ga | skins Rd | | | | | | | | | |
| 4 | 1.33 | 47000 | F | 97% | 0% | 0% | 1% | 2% | 0% | С | 0.126 | В | | 47000 | F | 2003 |
| | Combined Traffic: | 92000 | F | 97% | 0% | 1% | 1% | 2% | 0% | С | NA | | | 93000 | F | |
| est | | | | To: From: | | Pa | rham Rd | | | | | | | | | |
| 34) | 2.35 | 46000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.115 | F | | 52000 | G | 2003 |
| | Combined Traffic: | 92000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 104000 | G | |
| | | | | To: From: | | US 250 | ; Glenside | Dr | | | | | | | | |
| est 4 | 1.53 | 47000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.103 | F | | 54000 | G | 2003 |
| ン | Combined Traffic: | 97000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 109000 | G | |
| | | | | To: | | US 33 S | taples Mil | l Rd | 1 | | | | | | | |
| est | 0.71 | 69000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.096 | F | | 78000 | G | 2003 |
| 4 | Combined Traffic: | | G | 97% | 0% | 1% | 1% | 2% | 0% | F | NA | | | 151000 | G | 200 |
| | Combined Traine. | 10-1000 | | To: | 070 | | Richmon | | 070 | ' | 14/1 | | | 101000 | | |
| v of Richmond | | | | | | | | | | | | | | | | |
| est | | | | From: | | | County L | | | | | _ | | | | |
| 34) | 0.92 | 69000 | G | 97% | 0% | 0% | 1% | 2% | 0% | F | 0.096 | F | | 78000 | G | 2003 |
| | Combined Traffic: | 134000 | G | 97% | 0% | 1% | 1% | 2% | 0% | F | 0.090 | F | 0.528 | 151000 | G | |
| est North | | | | From: | | I-9 | 5; I-195 | | | | | | | | | |
| 4 95 | 0.78 | 64000 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.087 | F | | 68000 | G | 2003 |
| | Combined Traffic: | 133000 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.079 | F | 0.535 | 140000 | G | |
| est North | | | | From: | | SR 16 | 1 Bouleva | rd | | | | | | | | |
| 4 (95) | 2.51 | 71000 | В | 92% | 1% | 1% | 1% | 6% | 0% | С | 0.089 | В | | 75000 | В | 2003 |
| | Combined Traffic: | 143000 | В | 91% | 1% | 1% | 1% | 6% | 0% | С | 0.090 | Α | 0.526 | 152000 | В | |
| | 00 | | | | | | | | | | | | | | | |
| | | | | To: | | I-95 Eas | st Intercha | nge | - | | | | | | | |
| est | | 43000 | c | From: | 10/ | | st Intercha | | 00/ | | 0.104 | _ | | 44000 | G | 2002 |
| Test 54 | 1.70 Combined Traffic: | 43000 | G G | 95% 94% | 1% 1% | I-95 Eas 1% 1% | st Intercha 1% 1% | 3% 3% | 0% 0% | F F | 0.104 NA | F | | 44000 95000 | G G | 2003 |

| | | | | | He | nrico Ma | aintenan | ce Area | | | | | | | | |
|------------------------|------------------|----------|----|--------------|---------|----------------|------------------------|------------|----------|-----|---------|-----|--------|------------|----------|------|
| Route | l enath | AADT | QA | 4Tire | Bus | | Tru | ıck | | QC | K | QK | Dir | AAWDT | O/W | Year |
| | Lengu | ואהא | ×٦ | 71116 | Dus | 2Axle | 3+Axle | 1Trail | 2Trail | QU | Factor | ωιι | Factor | , v-1V D I | ₩ | ıcaı |
| Henrico County West | | | | From: | | MEC | L Richmon | ıd | 1 | | | | | | | |
| 64) | 0.06 | 43000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.104 | F | | 44000 | G | 2003 |
| 04) | Combined Traffic | 91000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 95000 | G | |
| | | | | | | | | | | • | | | | 00000 | | |
| West | | | | From: | | | nanicsville | | | | | | | | | |
| 64) | 0.71 | 33000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.1 | F | | 34000 | G | 2003 |
| | Combined Traffic | 70000 | G | 94 <u>%</u> | 1% | 1% | 1% | 3% | 0% | F | NA | | | 72000 | G | |
| | | | | To: | | MWC | L Richmor | nd | | | | | | | | |
| ity of Richmond | | | | | | | | | | | | | | | | |
| West | 0.24 | 33000 | _ | From: | 1% | 1% | L Richmor | 1d 3% | 0% | F | 0.1 | F | | 24000 | 0 | 2002 |
| 64 | | | G | 95% | | | | | | | 0.1 | Г | | 34000 | G | 2003 |
| | Combined Traffic | 70000 | G | 94% To: | 1% | 1% | 1% Richmond | 3% | 0% | F | NA | | | 72000 | G | |
| | | | | | | ECL | Kiciiiioiic | | J. | | | | | | | |
| lenrico County | | | | From: | | FCI | Richmond | ı | 1 | | | | | | | |
| Vest 64 | 0.43 | 33000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.1 | F | | 34000 | G | 2003 |
| 5 | Combined Traffic | | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | • | | 72000 | G | |
| | Sometime Halle | | • | | 1 /0 | | | | 370 | • | 14/7 | | | . 2000 | J | |
| Vest | | | | From: | | | ine Mile F | | | | | | | | | |
| 64) | 2.18 | 28000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.110 | F | | 29000 | G | 2003 |
| \sim | Combined Traffic | 51000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 53000 | G | |
| Most | | | | To: From: | | Labi | ırnum Ave | | | | | | | | | |
| West 64 | 1.99 | 24000 | Α | 95% | 1% | 1% | 1% | 3% | 0% | С | 0.125 | Α | | 25000 | Α | 2003 |
| 64 | Combined Traffic | | | 94% | | 1% | 1% | | | | | ^ | | | | 2003 |
| | COMMINEU HAIRC | . 40000 | Α | | 1% | | | 3% | 0% | С | NA | | | 48000 | Α | |
| Vest | | | | From: | | SR 15 | 6 Airport I | Or | - | | | | | | | |
| 64) | 3.62 | 16000 | G | 95% | 1% | 1% | 1% | 3% | 0% | F | 0.126 | F | | 16000 | G | 2003 |
| | Combined Traffic | 30000 | G | 94% | 1% | 1% | 1% | 3% | 0% | F | NA | | | 31000 | G | |
| | | | | Tar | | | I-295 | | 1 | | | | | | | |
| West | 0.74 | 20000 | _ | From: | 00/ | 40/ | | 20/ | 00/ | _ | NIA | | | 22000 | 0 | 2002 |
| 64 | 2.71 | 30000 | G | 95% | 0% | 1% | 1% | 3% | 0% | F | NA | | | 33000 | G | 2003 |
| | Combined Traffic | 59000 | G | 95% To: | 0% | 1% | 1% | 3% | 0% | F | NA | | | 60000 | G | |
| | | | | | | | nt County l | | ! | | | | | | | |
| Dorbom Dd | 0.70 | 22000 | _ | 95% | | US 1 Bro 2% | ok Rd, 43- 2% | 7518 1% | 0% | _ | 0.000 | _ | 0.566 | 25000 | 0 | 2002 |
| 73 Parham Rd | 0.78 | 33000 | G | | 0% | | | | | C | 0.092 | F | 0.566 | 35000 | G | 2003 |
| | | | | To: | ule 43- | | continua 5, 43-7518 | alion or | Pamam | Ru. | | | | | | |
| ar en l | | | | | | 1-7. | 7, 43-7310 | | | | | | | | | |
| City of Richmond | | | | From: | | Powhite | Pkwy Bri | dge | I | | | | | | | |
| 76) Powhite Pkwy | 0.66 | 74000 | F | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.102 | F | 0.7 | 84000 | F | 2003 |
| , | | | | | | | | | | | | | | | | |
| 76 Powhite Pkwy | 0.94 | 66000 | G | 97% | 0% | 1% | SR 146 0% | 1% | 0% | F | 0.112 | F | 0.708 | 74000 | G | 2003 |
| 76 Powhite Pkwy | 0.34 | 50000 | 3 | 91 70 To: | U /0 | | I-195 | 1 /0 | J /0 | | V. 1 1Z | | 0.700 | , 4000 | J | 2003 |
| Jorth | | | | From: | | | | 00 | <u>l</u> | | | | | | | |
| North | 0.40 | 57000 | G | 89% | 1% | James 1% | River Brid 1% | ge 8% | 0% | F | 0.11 | F | | 56000 | G | 2003 |
| 95 | Combined Traffic | | G | 89% | 1% | 1% | 1% | 8% | 0% | F | NA | - | | 116000 | G | 2003 |
| | COMBINED HATTIC | . 113000 | G | | | | | | U% | Г | INA | | | 1 10000 | G | |
| North | | | | From: | SR | 195 Dow | ntown Exp | ressway | - | | | | | | | |
| 95) | 1.54 | 68000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.091 | F | | 67000 | G | 2003 |
| | Combined Traffic | 128000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.088 | F | 0.551 | 125000 | G | |
| | | | | To: From: | | I-64 Sor | th Intersec | tion | | | | | | | | |
| North | <u> :</u> | 74000 | _ | | 401 | | | | 001 | ^ | 0.000 | _ | | 75000 | _ | 0000 |
| 95) | 2.51 | 71000 | В | 92% | 1% | 1% | 1% | 6% | 0% | С | 0.089 | В | | 75000 | В | 2003 |
| | Combined Traffic | 143000 | В | 91% | 1% | 1% | 1% | 6% | 0% | С | 0.090 | Α | 0.526 | 152000 | В | |
| North | | | | From: | | SR 16 | 1 Boulevar | rd | | | | | | | | |
| North | 0.78 | 64000 | G | 92% | 1% | 1% | 1% | 6% | 0% | F | 0.087 | F | | 68000 | G | 2003 |
| 95 | Combined Traffic | | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.007 | F | 0.535 | 140000 | G | 2000 |
| | Combined Hallic | . 133000 | G | 9170 To: | 1 70 | | | | 070 | Г | 0.079 | Г | 0.555 | 140000 | G | |
| | | | | | | 1-04 NO | th Intercha | uige | | | | | | | | |

| | | | | | He | enrico Ma | aintenand | ce Area | | | | | | | | |
|------------------------|-------------------|--------|----|--------------|------|--------------|------------------|-------------|----------|--------|-------------|--------|---------------|-----------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Richmond | | | | From: | | I 64 No | rth Intercha | ngo | f | | | | | | | |
| North 95 | 1.07 | 40000 | G | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.094 | F | | 41000 | G | 2003 |
| 93) | Combined Traffic: | 95000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | 0.083 | F | 0.632 | 95000 | G | |
| | | | | To: | | | Richmond | | | | | | | | | |
| Henrico County | | | | | | | | | _ | | | | | | | |
| North | 0.04 | 40000 | | From: | 40/ | | Richmond | | 20/ | _ | 0.004 | _ | | 44000 | • | 0000 |
| 95 | 0.91 | 40000 | G | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.094 | F | 0.000 | 41000 | G | 2003 |
| | Combined Traffic: | 95000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | 0.083 | F | 0.632 | 95000 | G | |
| North | | | | From: | | | US 1 | | | | | | | | | |
| 95) | 0.30 | 46000 | G | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.094 | F | | 46000 | G | 2003 |
| | Combined Traffic: | 94000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | NA | | | 94000 | G | |
| North | | | | From: | | I | JS 301 | | | | | | | | | |
| 95) | 1.82 | 49000 | F | 90% | 1% | 1% | 1% | 7% | 0% | С | 0.095 | Α | | 49000 | F | 2003 |
| | Combined Traffic: | 98000 | F | 89% | 1% | 1% | 1% | 7% | 0% | С | 0.090 | Α | 0.542 | 97000 | F | |
| M. di | | | | To- From: | | SR 73 | Parham R | d |]. | | | | | | | |
| North | 1.47 | 36000 | G | 90% | 1% | 1% | 1% | 7% | 0% | F | 0.093 | F | | 37000 | G | 2003 |
| 95 | Combined Traffic: | 83000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | NA | • | | 84000 | G | 2000 |
| | Combined Traine. | 00000 | | To: | 1 70 | 170 | I-295 | 1 70 | | • | 147 (| | | 04000 | 0 | |
| North | | | | From: | | | | | | | | | | | _ | |
| 95 | 1.94 | 70000 | G | 84% | 1% | 1% | 1% | 12% | 0% | F | 0.075 | F | | 62000 | G | 2003 |
| | Combined Traffic: | 119000 | G | 85% | 1% | 1% Hanove | 1% r County L | 12% | 0% | F | 0.071 | F | 0.597 | 107000 | G | |
| C:4 CD: 1 1 | | | | | | Tianove | r County L | inc | J | | | | | | | |
| City of Richmond South | | | | From: | | N | laury St | | | | | | | | | |
| 95) | 0.75 | 61000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.100 | F | | 60000 | G | 2003 |
| \smile | Combined Traffic: | 119000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | NA | | | 116000 | G | |
| South | | | | From: | | SR 195 E | Oowntown l | Ехру | | | | | | | | |
| 95) | 1.47 | 60000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.084 | F | | 58000 | G | 2003 |
| 93) | Combined Traffic: | | G | 89% | 1% | 1% | 1% | 8% | 0% | F | NA | • | | 125000 | G | |
| | | | | To: | | | ıth Intercha | | | | | | | | | |
| South | 0.70 | 70000 | _ | From: | 40/ | | | | 00/ | 0 | 0.000 | ^ | | 77000 | _ | 2002 |
| 95 | 2.72 | 72000 | В | 91% 91% | 1% | 1% | 1% | 6% | 0% 0% | С | 0.093 | Α | | 77000 152000 | B B | 2003 |
| | Combined Traffic: | 143000 | В | 91% | 1% | 1% | 1% | 6% | 0% | С | NA | | | 152000 | Ь | |
| South | | | | From: | | SR 16 | 1 Boulevar | d | | | | | | | | |
| 95) | 0.48 | 68000 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | 0.087 | F | | 72000 | G | 2003 |
| | Combined Traffic: | 133000 | G | 91% | 1% | 1% | 1% | 6% | 0% | F | NA | | | 140000 | G | |
| South | | | | From: | Į. | -64 North | Interchange | , I-195 | | | | | | | | |
| 95) | 1.01 | 54000 | G | 89% | 1% | 2% | 1% | 7% | 0% | F | 0.091 | F | | 55000 | G | 2003 |
| | Combined Traffic: | 95000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | NA | | | 95000 | G | |
| | | | | To: | | NCL | Richmond | | | | | | | | | |
| Henrico County | | | | From: | | 1101 | n: 1 | | i | | | | | | | |
| South | 0.76 | 54000 | G | 89% | 1% | 2% | Richmond 1% | 7% | 0% | F | 0.091 | F | | 55000 | G | 2003 |
| 95 | Combined Traffic: | | G | 89% | 1% | 1% | 1% | 7% | 0% | , F | 0.083 | , F | 0.632 | 95000 | G | 2000 |
| | | | | To: | 1 /0 | | | . 70 | J /0 | | J.000 | | 0.002 | | | |
| South | | 46555 | _ | From: | | | US 1 | - 0. | | | 0.05= | _ | | | | |
| 95 | 1.06 | 48000 | G | 89% | 1% | 2% | 1% | 7% | 0% | F | 0.097 | F | | 48000 | G | 2003 |
| | Combined Traffic: | 94000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | NA | | | 94000 | G | |
| South | | | | From: | | I | US 301 | | | | | | | | | |
| 95) | 1.60 | 49000 | F | 89% | 1% | 2% | 1% | 7% | 0% | С | 0.095 | В | | 48000 | F | 2003 |
| | Combined Traffic: | 98000 | F | 89% | 1% | 1% | 1% | 7% | 0% | С | NA | | | 97000 | F | |
| | | | | To: | | SR 73 | Parham R | d | | | | | | | | |

| | | | | | He | enrico Ma | aintenan | ce Area | | | | | | | | |
|------------------------------|-----------------|--------|----|--------------|------|------------|------------------------|---------------|--------|----|-------------|----|---------------|--------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | | | | | | · · | | | | | | | |
| South | 0.04 | 47000 | _ | From: | 40/ | | Parham F | | 00/ | _ | 0.000 | _ | | 47000 | 0 | 0000 |
| 95 | 2.04 | 47000 | G | 89% | 1% | 2% | 1% | 7% | 0% | F | 0.098 | F | | 47000 | G | 2003 |
| Con | nbined Traffic: | 83000 | G | 89% | 1% | 1% | 1% | 7% | 0% | F | NA | | | 84000 | G | |
| South | | | | From: | | | I-295 | | | | | | | | | |
| 95) | 0.98 | 50000 | G | 85% | 1% | 1% | 1% | 12% | 0% | F | 0.072 | F | | 45000 | G | 2003 |
| | nbined Traffic: | 119000 | G | 85% | 1% | 1% | 1% | 12% | 0% | F | NA | | | 107000 | G | |
| 55 | | | | To: | . 70 | | r County I | | 7,0 | • | | | | | | |
| City of Richmond | | | | | | | | | - | | | | | | | |
| City of Kichinolia | | | | From: | | SR 76 F | owhite Pl | kwy | | | | | | | | |
| 146) | 0.86 | 22000 | G | 97% | 0% | 1% | 0% | 1% | 0% | С | 0.106 | F | 0.711 | 26000 | G | 2003 |
| | | | | To: | | SR 195 Do | owntown l | Expwy | | | | | | | | |
| Henrico County | | | | | | | | | | | | | | | | |
| | | | | From: | | Huguenot l | | | | | | | | | | |
| 147 Huguenot Rd | 0.45 | 29000 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.091 | F | 0.588 | 30000 | G | 2003 |
| | | | | To: From: | | 43-75 | 06 River I | Rd | | | | | | | | |
| (147) River Rd | 0.02 | 28000 | N | 98% | 0% | 1% | 0% | 0% | 0% | Ν | 0.08 | Ν | 0.57 | 30000 | Ν | 2003 |
| | | | | To- | | WCL | Richmon | d | | | | | | | | |
| | | | | From: | | Parham | Rd; River | r Rd | | | | | | | | |
| (150) Chippenham Pkwy | 1.25 | 37000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | 0.539 | 43000 | G | 2003 |
| ,100) | | | | To: | | NCL | Richmon | d | | | | | | | | |
| | | | | From: | | Charles C | ity County | v Line | | | | | | | | |
| 156 5 New Market | Rd 1.72 | 2400 | G | 94% | 0% | 3% | 0% | 2% | 0% | F | 0.086 | F | 0.745 | 2400 | G | 2003 |
| 130 3 11011 111011101 | | | | | 070 | | | | | • | 0.000 | • | 0.7 10 | 2100 | Ū | 2000 |
| NACILI: Observata Del | 0.70 | 400 | _ | From: | 00/ | | V SR 5 | 40/ | -00/ | | 0.444 | | 0.540 | 400 | | 0000 |
| 156 Willis Church Rd | 3.70 | 180 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.111 | F | 0.546 | 190 | G | 2003 |
| | | | | From: | | | les City R Church F | | | | | | | | | |
| (156) Charles City Rd | 1.19 | 2000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.087 | F | 0.596 | 2200 | G | 2003 |
| 156 Orlancs Oity No | 1.13 | 2000 | J | To: | 070 | | lko Rd | 170 | 070 | ' | 0.007 | ' | 0.550 | 2200 | O | 2003 |
| | | | | From: | | | les City R | d | | | | | | | | |
| (156) Elko Rd | 4.40 | 1900 | G | 96% | 0% | 2% | 0% | 1% | 0% | С | 0.100 | F | 0.510 | 2000 | G | 2003 |
| 100 | | | | To: | | Elle | Troot Dd | 1 | | | | | | | | |
| (156) Elko Rd | 0.54 | 4200 | G | From: 96% | 0% | 2% | Tract Rd | 1% | 0% | F | 0.105 | F | 0.741 | 4400 | G | 2003 |
| 156 EIKO KU | 0.54 | 4200 | G | 90% | 0% | 270 | 0% | 1 70 | 076 | Г | 0.105 | Г | 0.741 | 4400 | G | 2003 |
| | | | | From: | | | US 60 | | | | | | | | | |
| (156) (60) Williamsburg | g Rd 2.24 | 13000 | Α | 93% | 0% | 1% | 2% | 3% | 0% | С | 0.117 | Α | | 13000 | Α | 2003 |
| \bigcirc | | | | To: | | | I-295 | | | | | | | | | |
| (156) (60) Williamsburg | g Rd 1.38 | 13000 | G | 92% | 1% | 3% | 3% | 2% | 0% | С | 0.094 | F | 0.579 | 13000 | G | 2003 |
| | | | | To: | | MINE M | II E DD C | D 22 | | | | | | | | |
| 156) 60 Williamsburg | Rd 1.50 | 15000 | G | From: 92% | 1% | NINE M | 1% | 3% | 0% | F | 0.086 | F | 0.588 | 16000 | G | 2003 |
| 156 60 Williamsburg | y Nu 1.00 | 13000 | 3 | 9Z /0 | 1 /0 | | | J /0 | U /0 | ŗ | 0.000 | - | 0.500 | 10000 | 3 | 2003 |
| | | | | From: | | | US 60 | | | | | | | | | |
| 156 Airport Dr | 0.54 | 32000 | G | 92% | 1% | 2% | 1% | 4% | 0% | С | 0.082 | F | 0.538 | 34000 | G | 2003 |
| | | | | From: | | | I-64 | | 1 | | | | | | | |
| (156) Airport Dr | 0.76 | 21000 | G | 92% | 1% | 3% | 1% | 3% | 0% | F | 0.086 | F | 0.618 | 23000 | G | 2003 |
| | | | | To: | | XII | Mila D I | | | | | | | | | |
| (156) Airport Dr | 1.86 | 16000 | G | From: 92% | 1% | 3% | e Mile Rd 1% | 3% | 0% | С | 0.104 | F | 0.598 | 17000 | G | 2003 |
| 100, 10011 01 | 1.00 | . 5000 | • | JZ /0 | 1 /0 | | | 370 | J /0 | J | 0.104 | • | 0.000 | 17000 | J | 2000 |
| | | 2022 | | From: | 001 | | I-295 | 401 | 001 | | 0.455 | | 0 =0 : | 0.100 | | 0000 |
| 156 Airport Dr | 1.09 | 6000 | G | 97% | 0% | 1% | 1% | 1% | 0% | F | 0.102 | F | 0.724 | 6400 | G | 2003 |
| | | | | To- | | Hanove | r County I | lne | | | | | | | | |
| | | | | From: | | | tterson Av | | | | | | | | | |
| (₁₅₇)Gaskins Rd | 0.82 | 21000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.105 | F | 0.563 | 23000 | G | 2003 |
| \smile | | | | To: | | | occasin Ro | 1 | | | | | | | | |
| <u> </u> | | 4==== | _ | From: | 601 | | skins Rd | 201 | 601 | _ | 0.05 | _ | 0 === | 400 | _ | 000- |
| (157) Quioccasin Rd | 0.63 | 17000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.094 | F | 0.597 | 18000 | G | 2003 |
| | | | | To: From: | | | berton Rd | | | | | | | | | |
| (157) Pemberton Rd | 1.47 | 11000 | G | 99% | 0% | 1% | occasin Ro | 0% | 0% | F | 0.103 | F | 0.602 | 11000 | G | 2003 |
| 197 CHIDEROH KU | 1.47 | 11000 | 3 | 99 70 To: | J /0 | | e Chopt R | | J /0 | | 0.103 | ' | 0.002 | 11000 | J | 2003 |
| | | | | | | ı nree | , спорі К | u | | | | | | | | |

| | | | | | He | enrico Ma | aintenand | e Area | | | | | | | | |
|-------------------------------|-------------------|-------|--------|--------------|----------|-----------|------------------|----------|----------|----------|-------------|----|---------------|----------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | From: | | Tl | - Cl D d | | | | | | | | | |
| 157 Pemberton R | d 1.17 | 14000 | G | 99% | 0% | 1% | e Chopt Rd 0% | 0% | 0% | С | 0.114 | F | 0.627 | 14000 | G | 2003 |
| | | | | From: | | | 50; Broad S | | | | | _ | | | _ | |
| ₁₅₇)Springfield R | d 0.59 | 18000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.105 | F | 0.548 | 20000 | G | 2003 |
| | | | | To: From: | | Hu | ngary Rd | | | | | | | | | |
| 157 Springfield R | d 0.97 | 19000 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.110 | F | 0.650 | 20000 | G | 2003 |
| | | | | To | | Ni | ckols Rd | | | | | | | | | |
| 157 Springfield R | d 2.06 | 5000 | G | 99% | 0% | 1% | 0% | 0% | 0% | F | 0.163 | F | 0.608 | 5300 | G | 2003 |
| 157 Springfield R | J 2.00 | 3000 | G | To: | 0 70 | | taples Mill | | 070 | ' | 0.103 | • | 0.000 | 3300 | O | 2003 |
| | | | | | | | | Ru | | | | | | | | |
| <u> </u> | | | _ | From: | 201 | | Richmond | 40/ | 201 | _ | | _ | a | 4=000 | | |
| 161 Lakeside Ave | 0.35 | 16000 | G | 96% | 0% | 2% | 0% | 1% | 0% | С | 0.099 | F | 0.574 | 17000 | G | 2003 |
| | | | | To: From: | | Dun | nbarton Rd | | - | | | | | | | |
| 161 Lakeside Ave | 0.93 | 14000 | G | 96% | 0% | 2% | 0% | 1% | 0% | F | 0.097 | F | 0.569 | 14000 | G | 2003 |
| | | | | To: | | SR 350 | 6 Hilliard R | d | | | | | | | | |
| | | | | From: | | Lak | eside Ave | | | | | | | | | |
| 161) Hilliard Rd | 0.74 | 7700 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.106 | F | 0.657 | 8100 | G | 2003 |
| | | | | To: | | US 1 | ; Brook Rd | | | | | | | | | |
| Tity of Dishmand | | | | | | _ | | | | | | | _ | | | |
| City of Richmond North | | | | From: | | SR 195 Da | owntown E | xpwv | П | | | | | | | |
| 195) | 0.48 | 14000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.187 | F | | 16000 | G | 2003 |
| 1937 | Combined Traffic: | 26000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.135 | F | 0.723 | 30000 | G | |
| | Combined Traine. | 20000 | J | 31 70 | 0 70 | | | | 070 | ' | 0.100 | • | 0.720 | 30000 | J | |
| North | | | | From: | | SR 76 I | Powhite Pk | wy | | | | | | | | |
| 195 Downtown Ex | kpressway 0.79 | 38000 | Α | 97% | 0% | 1% | 0% | 1% | 0% | С | 0.156 | Α | | 44000 | Α | 2003 |
| 195) 20 | Combined Traffic: | 76000 | F | 97% | 0% | 1% | 0% | 1% | 0% | C | NA | | | 83000 | F | |
| | Combined Tranic. | 70000 | • | 31 70 | 0 70 | 1 /0 | 0 70 | 1 /0 | 070 | C | INA | | | 03000 | ' | |
| North | | | | From: | | Tho | mpson St | | | | | | | | | |
| 195) | 0.41 | 46000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.129 | F | | 52000 | G | 2003 |
| 100 | Combined Traffic: | 87000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.109 | F | 0.608 | 99000 | G | |
| | | | _ | | • , , | | | | | • | 00 | | 0.000 | 00000 | • | |
| North | | | | From: | | US 33 U | S 250 Broa | d St | | | | | | | | |
| 195) | 0.45 | 42000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 48000 | G | 2003 |
| | Combined Traffic: | 82000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 94000 | G | |
| | | | | To: | | | Richmond | | | | | | | | | |
| T | | | | | | | | | • | | | | | | | |
| Henrico County North | | | | From: | | NCL | Richmond | | I | | | | | | | |
| | 0.37 | 42000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 48000 | G | 2003 |
| 195 | Combined Traffic: | | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 94000 | G | _000 |
| | Combined Tranic. | 02000 | G | 70 To: | 0 70 | | Richmond | | 070 | ' | 0.100 | • | | 34000 | O | |
| | | | | | | BCL | raciniona | | | | | | | | | |
| City of Richmond | | | | From: | | SCI | Richmond | | | | | | | | | |
| North | 0.12 | 42000 | c | 97% | 0% | 1% | 0% | 1% | 0% | - | 0.108 | _ | | 48000 | C | 2003 |
| 195 | | | G | | | | | | | F | | F | | | G | ∠003 |
| | Combined Traffic: | 8∠000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 94000 | G | |
| North | | | | From: | | SR 197 I | Laburnum 2 | Ave | | | | | | | | |
| | 0.88 | 42000 | N | 97% | 0% | 1% | 0% | 1% | 0% | N | 0.108 | N | | 48000 | N | 2003 |
| 195 | | | | | | | | | | | | | | | | 2003 |
| | Combined Traffic: | 02000 | N | 97% To: | 0% | 1% | 0% I-95 | 1% | 0% | N | 0.108 | N | | 94000 | N | |
| | | | | | | | | | | | | | | | | |
| South | | | | From: | | | owntown E | | | | _ | | · <u> </u> | | | |
| 195) | 0.61 | 12000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.197 | F | | 14000 | G | 2003 |
| | Combined Traffic: | 26000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | NA | | | 30000 | G | |
| | | | | To: From: | | SD 76 I | Powhite Pk | 1777 | | | | | | | | |
| | | | | | | 3K /0 F | ownite PK | wy | | | | | | | | |
| South | | | | | | | | | | | | | | | | |
| South 195) Downtown Ex | xpressway 0.22 | 39000 | F | 98% | 0% | 0% | 0% | 1% | 0% | С | 0.140 | В | | 39000 | F | 2003 |
| | | | F F | | 0% 0% | 0% 1% | 0% 0% | 1% 1% | 0% 0% | C C | 0.140 NA | В | | 39000 83000 | F F | 2003 |

| Combined Traffic S2000 G S8% O% O% O% O% O% O% O% | | | | | | 110 | FILLICO IVI | annenan | ce Alea | | | | | | | | |
|---|--------------------------------|-------------------|-------|----|----------|------|-------------|-------------|---------|------|----|-------|----|-------|-------|----|------|
| Sept Combined Traffic Sept Se | Route | Length | AADT | QA | 4Tire | Bus | | | | | QC | | QK | | AAWDT | QW | Year |
| Combined Traffic 87000 | City of Richmond | | | | P | | | | | i | | | | | | | |
| Combined Traffic: 87000 G 97% O% 1% O% 1% O% F NA 99000 G | outh | 0.65 | 41000 | G | | O% | | | 1% | 0% | F | 0 114 | F | | 46000 | G | 2003 |
| 18 18 18 18 18 18 18 18 | | | | | | | | | | | | | • | | | | 2003 |
| Combined Traffic: S2000 G 99% 0% 0% 0% 1% 0% F 0.11 F 46000 G 200 | O | ombined manic. | 87000 | G | 91 /0 | 0 70 | | | | 0 /0 | ' | INA | | | 99000 | G | |
| Combined Traffic: 82000 G 97% 07% 15% 07% 15% 07% 15% 07% F 0.108 N 94000 G | South | | | | From: | | US 33 U | S 250 Broa | ad St | | | | | | | | |
| Cambined Traffic: 82000 G 97% 0% 1% 0% 7% 0% 7% 0% F 0.108 N 94000 G | 195) | 0.65 | 41000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.1 | F | | 46000 | G | 2003 |
| Combined Traffic: | | ombined Traffic: | 82000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | Ν | | 94000 | G | |
| Combined Traffic: | | | | | To: | | NCI | Richmono | i | 1 | | | | | | | |
| Combined Traffic: 82000 G 97% 0% 1% 0% 1% 0% F 0.108 F 94000 G | South | 0.07 | 44000 | _ | | 00/ | | | | 00/ | _ | 0.4 | _ | | 40000 | 0 | 0000 |
| SCL Richmond SCL | 195 | | | | | | | | | | | | | | | | 2003 |
| Combined Traffic: | C | ombined I raffic: | 82000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.108 | F | | 94000 | G | |
| Second | South | | | | From: | | SCL | Richmond | | | | | | | | | |
| Combined Traffic: 82000 | | 0.07 | 41000 | G | 98% | 0% | 0% | 0% | 1% | 0% | F | 0.1 | F | | 46000 | G | 2003 |
| SR 197 Laburnum Ave | | | | | | | | | | | | | • | | | | |
| Series Combined Traffic: Series | 0. | ombined mame. | 02000 | Ŭ | 01 70 | 070 | | | | 070 | • | 14/ (| | | 04000 | Ü | |
| Combined Traffic: 8200 | outh | | | | From: | | SR 197 | Laburnum | Ave | | | | | | | | |
| Combined Traffic: 82000 | 195) | 0.93 | 41000 | N | 98% | 0% | 0% | 0% | 1% | 0% | Ν | 0.1 | Ν | | 46000 | Ν | 2003 |
| 1-05 | | ombined Traffic: | 82000 | N | 97% | 0% | 1% | 0% | 1% | 0% | Ν | 0.108 | Ν | | 94000 | N | |
| Set 1400 G 99% 0% 1% 0% 0% 0% F 0.179 F 14000 G 200 Combined Traffic: 23000 G 99% 0% 1% 0% 0% 0% 0% F 0.137 F 0.708 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% C 0.24 A 23000 A 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% C 0.155 A 0.774 46000 A 200 Combined Traffic: 19000 G 99% 0% 1% 0% 0% 0% 0% F 0.237 F 12000 G 200 Combined Traffic: 19000 G 99% 0% 1% 0% 0% 0% F 0.237 F 12000 G 200 Combined Traffic: 23000 G 99% 0% 1% 0% 0% 0% F 0.255 F 0.821 21000 G 200 Combined Traffic: 23000 G 99% 0% 1% 0% 0% 0% F 0.097 F 12000 G 200 Combined Traffic: 23000 G 99% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 26000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% 0% 0% F NA 21000 G 200 Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | | | | | To: | | | I-95 | | | | | | | | | |
| Downtown Expressway 1.02 12000 G 99% 0% 1% 0% 0% 0% F 0.179 F 14000 G 200 | Vorth | | | | From: | | | I-95 S | | | | | | | | | - |
| Combined Traffic: 23000 G 98% 0% 1% 0% 0% 0% F 0.137 F 0.708 26000 G | _ | essway 1.02 | 12000 | G | 99% | 0% | | | 0% | 0% | F | 0.179 | F | | 14000 | G | 2003 |
| Name Combined Co | | • | | | | | | | | | | | | 0.708 | | G | |
| Section Combined Traffic 1900 | | | | | - T | 0,0 | | | | | • | 0 | · | 000 | | | |
| Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% 0% C 0.155 A 0.774 46000 A | lorth | | | | From: | | Ramp t | o Canal Str | eet | | | | | | | | |
| SR 146 SR 1400 G 98% 0% 1% 0% 0% 0% F 0.237 F 1200 G 200 | ₁₉₅)Downtown Expre | essway 2.10 | 19000 | Α | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.24 | Α | | 23000 | Α | 2003 |
| Downtown Expressway 0.27 9600 G 99% 0% 1% 0% 0% 0% 0% F 0.237 F 12000 G 200 | C | ombined Traffic: | 37000 | Α | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.155 | Α | 0.774 | 46000 | Α | |
| Downtown Expressway 0.27 9600 G 99% 0% 1% 0% 0% 0% 0% F 0.237 F 12000 G 200 | | | | | To: | | - | SR 146 | | 1. | | | | | | | |
| Combined Traffic: 19000 G 98% 0% 1% 0% 0% 0% 0% F 0.155 F 0.821 21000 G | lorth | | | _ | | 201 | | | 201 | 201 | _ | | _ | | 40000 | | |
| Second S | | • | | | | | | | 0% | | | 0.237 | | | | | 2003 |
| Time | C | ombined Traffic: | 19000 | G | | 0% | | | 0% | 0% | F | 0.155 | F | 0.821 | 21000 | G | |
| Second St 1.60 14000 G 98% 0% 1% 0% 0% 0% 0% F 0.097 F 12000 G 200 | | | | | | | J | I-195 N | | | | | | | | | |
| Combined Traffic: 23000 | South | | | | <u> </u> | | | | | | | | | | | | |
| Ramp to Byrd Street Substitute Substit | 195 Downtown Expre | essway 1.00 | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.097 | F | | 12000 | G | 2003 |
| Service County Serv | C | ombined Traffic: | 23000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 26000 | G | |
| Service County Serv | · | | | | To: | | Ramp | to Byrd Str | eet | | | | | | | | |
| Combined Traffic: 37000 A 98% 0% 1% 0% 0% 0% C NA 46000 A A A A A A A A A | | 2.15 | 40000 | | | 00/ | | | | 00/ | 0 | 0.056 | ۸ | | 22000 | ۸ | 2002 |
| SR 146 S | 100) | , | | | | | | | | | | | А | | | | 2003 |
| Downtown Expressway 0.24 9200 G 98% 0% 1% 0% 0% 0% 0% F 0.226 F 9800 G 200 | C | ombined Fraffic: | 37000 | Α | 98% | 0% | 1% | 0% | 0% | 0% | C | NA | | | 46000 | А | |
| September Sept | South | | | | From: | | 5 | SR 146 | | - | | | | | | | |
| Combined Traffic: 1900 G 98% 0% 1% 0% 0% 0% 0% F NA 21000 G | | essway 0.24 | 9200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.226 | F | | 9800 | G | 2003 |
| Perrice County 97 Westwood Ave 0.52 14000 G 94% 0% 2% 3% 1% 0% C WCL Richmond From Goochland County Line 50 Broad St 0.54 14000 G 94% 0% 2% 2% 1% 0% N 0.52 14000 G 94% 0% 2% 2% 1% 0% N 0.54 14000 G 94% 0% 2% 2% 1% 0% C 0.50 Broad St 0.54 14000 G 94% 0% 2% 2% 1% 0% C 0.50 Broad St 0.54 14000 G 94% 0% 2% 2% 1% 0% C 0.50 Broad St 0.50 Broad St 0.51 14000 G 96% 0% 1% 2% 1% 0% C 0.50 Broad St 0.51 42000 G 98% 0% 1% 0% 1% 0% F 0.50 Broad St 0.51 42000 G 98% 0% 1% 0% 1% 0% F 0.50 Broad St 0.51 44000 G 98% 0% 1% 0% 1% 0% F 0.50 Broad St 0.51 44000 G 200 | / | | | | | | | | | | | | · | | | | |
| Proming From | 0. | ombined manie. | 13000 | J | | 0 70 | | | 0 70 | 0 70 | ' | 14/-1 | | | 21000 | O | |
| Prome | | | | | | | | 1700 | | | | | | | | | |
| 97 Westwood Ave 0.52 14000 G 94% 0% 2% 3% 1% 0% C 0.101 F 0.706 15000 G 200 From Goochland County Line Goochland County | Ienrico County | | | | From: | | FCI | Richmone | 1 | ī | | | | | | | |
| WCL Richmond WCL | Westwood Ave | 0.52 | 14000 | G | 94% | 0% | | | | 0% | C | 0 101 | F | 0.706 | 15000 | G | 2003 |
| Second St 1.60 14000 N 94% 0% 2% 2% 1% 0% N 0.092 N 0.608 15000 N 200 | 191) | | | _ | _ | | | | | 1 | _ | | • | | | | |
| Section Sect | | | | | From: | | | | | 1 | | | | | | | |
| Time Lauderdale Drive Lauderdale Drive SR 271 Pouncy Tract Rd | oso Broad St | 1 60 | 14000 | N | | 0% | | | | 0% | N | 0.092 | N | 0.608 | 15000 | N | 2003 |
| 50 Broad St 0.54 14000 G 94% 0% 2% 2% 1% 0% C 0.092 F 0.608 15000 G 200 SR 271 Pouncy Tract Rd SR 271 Pouncy Tract Rd | 250 Broad of | 1.00 | 14000 | | J+ 70 | 0 70 | | | | 070 | 11 | 0.002 | 14 | 0.000 | 10000 | 11 | 2000 |
| SR 271 Pouncy Tract Rd SR 271 Pouncy Tract | | _ | | | | | | | | | | | _ | | | | |
| Broad St 0.84 51000 G 96% 0% 1% 2% 1% 0% C 0.092 F 0.657 54000 G 200 Total I-64 | 250 Broad St | 0.54 | 14000 | G | 94% | 0% | 2% | 2% | 1% | 0% | С | 0.092 | F | 0.608 | 15000 | G | 2003 |
| Broad St 0.84 51000 G 96% 0% 1% 2% 1% 0% C 0.092 F 0.657 54000 G 200 Total I-64 | ~ | | | | To: | | SR 271 F | Pouncy Trac | ct Rd_ | | | | | | | | |
| Total Tota | 250 Broad St | 0.84 | 51000 | G | | 0% | | | | 0% | С | 0.092 | F | 0.657 | 54000 | G | 2003 |
| Broad St 0.75 42000 G 98% 0% 1% 0% 1% 0% C 0.097 F 0.661 44000 G 200 C 0.097 F 0.661 44000 G 200 C 0.097 F 0.661 44000 G 200 F 0.097 F 0.0 | | | | | To: | | | | | 1 | | | | | | | |
| Tax From Cox Rd Cox Rd Co | oro Broad St | 0.75 | 42000 | G | | Nº/- | 10/- | | 10/- | O% | C | 0.007 | F | 0.661 | 44000 | C | აიია |
| \$\tilde{50}\$ Broad St 0.81 42000 G 98\tilde{8} 0\tilde{8} 1\tilde{8} 0\tilde{9} 1\tilde{8} 0\tilde{9} F 0.089 F 0.531 44000 G 200 | 250 DI DAU SI | 0.75 | 42000 | G | 90% | U% | 1 70 | U% | 1 70 | U% | C | 0.097 | | 0.001 | 44000 | G | 2003 |
| | ~~ <u> </u> | | | | | | | | | | | | | | | | |
| To: Gaskins Rd | 250 Broad St | 0.81 | 42000 | G | | 0% | 1% | 0% | 1% | 0% | F | 0.089 | F | 0.531 | 44000 | G | 2003 |
| | ~ <u> </u> | | | | To: | | Ga | askins Rd | | | | | | | | | |

| | | | | | | He | enrico M | aintenan | ce Area | | | | | | | | |
|-------------------|----------|-----------|-------------------|----|--------------|----------|-------------|---------------|---------------|------------|----|-------------|----|---------------|-------|----|------|
| Route | | Length | AADT | QA | 4Tire | Bus | 2Axle | Trı 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | | | | | | | | | | | | | | |
| C Dread Ct | | 0.50 | 27000 | _ | From: | 00/ | | askins Rd | 40/ | 00/ | _ | 0.000 | _ | 0.504 | 20000 | 0 | 2002 |
| 250 Broad St | | 0.50 | 37000 | G | 98% | 0% | 1% | 0% | 1% | 0% | F | 0.093 | F | 0.531 | 38000 | G | 2003 |
| ~~~~ 10t | | 4.55 | 44000 | | From: | 00/ | | Pembertor | | | | 0.000 | | 0.500 | 10000 | | 0000 |
| 250 Broad St | | 1.57 | 44000 | G | 98% | 0% | 1% | 0% | 1% | 0% | С | 0.092 | F | 0.523 | 46000 | G | 2003 |
| | | | | | From: | 10/ | | rham Rd | 10/ | | | | | 0 = 10 | | | |
| 250 Broad St | | 0.72 | 35000 | G | 97% | 1% | 1% | 1% | 1% | 0% | F | 0.094 | F | 0.519 | 38000 | G | 2003 |
| ~~~ | | | | | From: | | | ry Springs | | | | | | | | | |
| 250 Broad St | | 1.15 | 39000 | G | 96% | 0% | 1% | 1% | 1% | 0% | С | 0.088 | F | 0.501 | 43000 | G | 2003 |
| ~~~ | | | | | From: | | | I-64 | | | | | | | | | |
| 250 Broad St | | 0.90 | 31000 | G | 96% | 0% | 1% | 2% | 1% | 0% | С | 0.093 | F | 0.541 | 35000 | G | 2003 |
| ~ | | | | | To: From: | | Но | rsepen Rd | | | | | | | | | |
| 250 Broad St | | 1.32 | 31000 | G | 97 <u>%</u> | 1% | 1% | 1% | 1% | 0% | F | 0.093 | F | 0.507 | 35000 | G | 2003 |
| <u> </u> | | | | | To: | | WCI | Richmon | d | | | | | | | | |
| | | | | | From: | | | Broad Stree | | | | | _ | | ,= | _ | |
| 271 Pouncey Tra | act Rd | 2.51 | 14000 | G | 95% | 0% | 3% | 1% | 0% | 0% | С | 0.095 | F | 0.535 | 15000 | G | 2003 |
| | | | | | From: | | | ickols Rd | | | | | | | | | |
| (271) Pouncey Tra | act Rd | 1.19 | 5300 | G | 96% | 0% | 1% | 2% | 1% | 0% | F | 0.103 | F | 0.628 | 5600 | G | 2003 |
| | | | | | To: | | Goochla | nd County | Line | | | | | | | | |
| East | | 4.5- | 04055 | _ | From: | | 201 | I-64 | .01 | 601 | _ | 0.45= | _ | | | _ | 000= |
| 295 | | 1.35 | 21000 | G | 92% | 1% | 2% | 1% | 4% | 0% | F | 0.105 | F | | 23000 | G | 2003 |
| | Combined | Traffic: | 40000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.111 | F | 0.504 | 43000 | G | |
| | | | | | | ⊏ast I-2 | ∠95 IS SI | igned as | South I | -295 | | | | | | | |
| East | | | | | To: From: | | Νι | ickols Rd | | | | | | | | | |
| 295 | | 2.43 | 24000 | G | 92% | 1% | 2% | 1% | 4% | 0% | F | 0.124 | F | | 27000 | G | 2003 |
| 200 | Combined | Traffic: | 46000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.11 | F | 0.6 | 50000 | G | |
| | | | | | | East I-2 | 295 is si | igned as | South I- | -295 | | | | | | | |
| | | | | | To: | | | US 33 | | 1 | | | | | | | |
| East | | 0.40 | 05000 | | From: | 40/ | | | 40/ | 00/ | _ | 0.447 | | | 00000 | | 0000 |
| 295 | 0 - | 3.42 | 25000 | A | 92% | 1% | 2% | 1% | 4% | 0% | С | 0.147 | A | 0.55 | 28000 | A | 2003 |
| | Combined | i rattic: | 50000 | Α | 93% | 1% | 1% | 1% | 4% | 0% | С | 0.132 | Α | 0.55 | 55000 | Α | |
| | | | | | _ | East I-2 | | igned as | | -290 | | | | | | | |
| East | | | | | To: From: | | Wo | odman Rd | | | | | | | | | |
| 295) | | 1.34 | 27000 | G | 92% | 1% | 2% | 1% | 4% | 0% | F | 0.113 | F | | 30000 | G | 2003 |
| | Combined | Traffic: | 56000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | 0.104 | F | 0.522 | 61000 | G | |
| | | | | | | East I-2 | 295 is si | igned as | South I- | -295 | | | | | | | |
| | | | | | To: From: | U | S 1; I-95 (| Collector R | d Begin | | | | | | | | |
| East (295) | | 1.88 | 16000 | G | 92% | 1% | 2% | 1% | 4% | 0% | F | 0.129 | F | | 17000 | G | 2003 |
| 295 | Combined | | | G | 92% | 1% | 2% 1% | 1% | 4% 4% | 0% | F | 0.129 | F | 0.647 | 33000 | G | 2003 |
| | Combined | rranic. | 3 1000 | J | | | | igned as | | | 1 | 0.108 | ' | 0.047 | 33000 | J | |
| | | | | | | | | | | | | | | | | | |
| East | | | | | To: From: | J | JS 1; I-95 | Collector | Kd End | - | | | | | | | |
| 295 | | 0.17 | 53000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.106 | F | | 51000 | G | 2003 |
| | Combined | Traffic: | 97000 | G | 89% | 1% | 2% | 1% | 9% | 0% | F | 0.094 | F | 0.615 | 94000 | G | |
| | | | | | | East I-2 | 295 is si | igned as | South I- | -295 | | | | | | | |
| Foot | | | | | To: From: | | Hanove | er County I | ine | | | | | | | | |
| East (295) | | 0.75 | 37000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.084 | F | | 36000 | G | 2003 |
| 295 | Combined | | | G | 85% | 1% | 1% | 1% | 13% | 0% | F | NA | • | | 52000 | G | 2000 |
| | Combined | manile. | 5-1000 | 5 | | | | igned as | | | | 11/7 | | | 52000 | J | |
| | | | | | Ter | | | | 200011 | | | | | | | | |
| East | | | | | From: | | | SR 156 | | | | | | | | | |
| 295 | | 1.34 | 33000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | | 32000 | G | 2003 |
| | Combined | Traffic: | 65000 | G | 89% | 1% | 2% | 1% | 9% | 0% | F | 0.075 | F | 0.541 | 63000 | G | |
| | | | | | ٠ | | | igned as | | -295 | | | | | | | |
| | | | | | To: | I-6 | 64; US 60 | Collector I | Rd Begin | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

| | | | | | 110 | | | ice Area | | | | | | | | |
|--------------------|-------------------|--------|----|--------------|---------|-------------|------------------------|---------------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | TrTr 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | From: | Τ. | 64; US 60 | Callagtar | Dd Dagin | 1 | | | | | | | |
| East 295 | 2.49 | 13000 | G | 75% | 1% | 2% | 0% | 22% | 0% | F | 0.077 | F | | 12000 | G | 2003 |
| 295) | Combined Traffic: | | G | 75% | 1% | 1% | 0% | 22% | 0% | F | 0.077 | F | 0.508 | 23000 | G | 2000 |
| | Combined Traine. | 20000 | J | 7570 | | | | South I | | ' | 0.077 | • | 0.500 | 20000 | O | |
| | | | | т., | | | | | | | | | | | | |
| East | | | | From: | I- | -64; US 60 | Collector | r Ka Ena | | | | | | | | |
| 295) | 2.23 | 19000 | N | 75% | 1% | 2% | 0% | 22% | 0% | Ν | 0.078 | N | | 17000 | N | 2003 |
| | Combined Traffic: | 38000 | N | 75% | 1% | 1% | 0% | 22% | 0% | Ν | 0.074 | Ν | 0.523 | 34000 | Ν | |
| | | | | | East I- | 295 is si | gned as | South I | -295 | | | | | | | |
| F | | | | To: From: | | ; | SR 895 | | | | | | | | | |
| East 295) | 2.91 | 19000 | G | 75% | 1% | 2% | 0% | 22% | 0% | F | 0.078 | F | | 17000 | G | 2003 |
| 295) | Combined Traffic: | | G | 75% | 1% | 1% | 0% | 22% | 0% | F | 0.074 | F | 0.523 | 34000 | G | 2000 |
| | Combined Trainic. | 30000 | G | 75% | | | | South I | | Г | 0.074 | Г | 0.523 | 34000 | G | |
| | | | | | Last F | 290 13 31 | | South i | -295 | | | | | | | |
| East | | | | From: | | | SR 5 | | | | | | | | | |
| 295) | 4.45 | 19000 | G | 75% | 1% | 2% | 0% | 22% | 0% | F | 0.089 | F | | 17000 | G | 2003 |
| | Combined Traffic: | 39000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | 0.089 | F | | 36000 | G | |
| | | | | | East I- | 295 is si | gned as | South I | 295 | | | | | | | |
| | | | | To: | | Chesterfi | eld Count | y Line | | | | | | | | |
| Chesterfield Count | tv | | | | | | | | | | | | | | | |
| East | | | | From: | | | o County I | | | | | | | | | |
| 295) | 2.64 | 19000 | G | 75% | 1% | 2% | 0% | 22% | 0% | F | 0.089 | F | | 17000 | G | 2003 |
| | Combined Traffic: | 39000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | 0.089 | F | | 36000 | G | |
| | | | | | East I- | | | South I | -295 | | | | | | | |
| | | | | To: | | | SR 10 | | | | | | | | | |
| Henrico County | | | | _ | | | | | | | | | | | | |
| West | 2.02 | 40000 | • | From: | 00/ | 10/ | I-64 | 40/ | 00/ | _ | 0.115 | _ | | 20000 | _ | 2002 |
| 295 | 2.03 | 19000 | G | 93% | 0% | 1% | 2% | 4% | 0% | F | 0.115 | F | | 20000 | G | 2003 |
| | Combined Traffic: | 40000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | NA | | | 43000 | G | |
| | | | | | west i- | | | s North I | -295 | | | | | | | |
| West | | | | To: From: | | Nι | ickols Rd | | | | | | | | | |
| 295) | 2.31 | 22000 | G | 93% | 0% | 1% | 2% | 4% | 0% | F | 0.132 | F | | 23000 | G | 2003 |
| | Combined Traffic: | 46000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | NA | | | 50000 | G | |
| | | | | | West I- | -295 is s | | s North I | -295 | | | | | | | |
| | | | | To: | | | US 33 | | 1 | | | | | | | |
| West | | | | From: | | | | | | | | | | | | |
| 295) | 3.22 | 25000 | Α | 93% | 0% | 1% | 2% | 4% | 0% | С | 0.151 | Α | | 27000 | Α | 2003 |
| | Combined Traffic: | 50000 | Α | 93% | 1% | 1% | 1% | 4% | 0% | С | NA | | | 55000 | Α | |
| | | | | | West I- | ·295 is s | igned as | s North I | -295 | | | | | | | |
| Most | | | | To: From: | | Wo | odman Rd | ł | | | | | | | | |
| West 295 | 0.91 | 29000 | G | 93% | 0% | 1% | 2% | 4% | 0% | F | 0.115 | F | | 31000 | G | 2003 |
| 290 | Combined Traffic: | | G | 93% | 1% | 1% | 1% | 4% | 0% | F | NA | • | | 61000 | G | _000 |
| | Johnshied Haille. | 55500 | 3 | JJ /0 | | | | s North I | | ' | 14/7 | | | 01000 | J | |
| | | | | To | | | | | | | | | | | | |
| West | | | | To: From: | τ | JS 1; I-95 | Collector | Ka End | | | | | | | | |
| 295) | 1.83 | 15000 | G | 93% | 0% | 1% | 2% | 4% | 0% | F | 0.141 | F | | 17000 | G | 2003 |
| | Combined Traffic: | 31000 | G | 93% | 1% | 1% | 1% | 4% | 0% | F | NA | | | 33000 | G | |
| | | | | | West I- | ·295 is s | igned as | s North I | -295 | | | | | | | |
| | | | | To: From: | II | S 1; I-95 (| Collector F | Rd Begin | | | | | | | | |
| West 295 | | 4.55.5 | _ | | | | | | | _ | 0 15= | _ | | 400 | _ | |
| 295) | 0.29 | 44000 | G | 88% | 1% | 2% | 1% | 9% | 0% | F | 0.105 | F | | 43000 | G | 2003 |
| \sim | Combined Traffic: | 97000 | G | 89% | 1% | 2% | 1% | 9% | 0% | F | 0.094 | F | 0.615 | 94000 | G | |
| | | | | | | | | | | | | | | | | |
| | | | | _ | West I- | ·295 is s | igned as r County l | | -295 | | | | | | | |

| Route | l | Length | AADT | QA | 4Tire | Bus | 2Axle | | ıck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|---|---------------------|-------------------------------|--|-------------|--|-----------------------------|---|---|--|----------------------|-------------|--|-------------|----------------------------------|--|-------------|--|
| Ienrico County | | | | | From: | | | | | - | | | | | | | |
| Vest | | 1 20 | 25000 | _ | | 10/ | Hanover | | | 00/ | _ | 0.000 | _ | | 24000 | 0 | 2002 |
| 295 | | 1.30 | 35000 | G | 88% | 1% | 2% | 1% | 9% | 0% | F | 0.088 | F | | 34000 | G | 2003 |
| | Combined 7 | Traffic: | 71000 | G | 89% | 1% | 2% | 1% | 9% | 0% | F | NA | | | 70000 | G | |
| | | | | | | West I- | 295 is sig | ned as | North I- | -295 | | | | | | | |
| A/ 1 | | | | | To: From: | | Sl | R 156 | | | | | | | | | |
| Vest | | 1.10 | 31000 | G | 88% | 1% | 2% | 1% | 9% | 0% | F | 0.073 | F | | 30000 | G | 2003 |
| 295 | 0 1 1 | | | | | | | | | | - | | | | | | 2003 |
| | Combined 7 | ı ramc: | 65000 | G | 89% | 1% | 2% | 1% | 9% | 0% | F | NA | | | 63000 | G | |
| | | | | | | west i- | 295 is sig | ned as | North I- | -295 | | | | | | | |
| Vest | | | | | To: From: | I- | 64; US 60 0 | Collector | Rd End | - | | | | | | | |
| 295) | | 2.18 | 13000 | G | 76% | 1% | 1% | 0% | 22% | 0% | F | 0.077 | F | | 12000 | G | 2003 |
| 295) | Combined 7 | | 26000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | NA | • | | 23000 | G | 2000 |
| | Combined | Hailic. | 20000 | G | 75% | | | | | | Г | INA | | | 23000 | G | |
| | | | | | | west i- | 295 is sig | neu as | NOILII I- | -295 | | | | | | | |
| Vest | | | | | From: | I-6 | 54; US 60 C | ollector F | Rd Begin | | | | | | | | |
| 295) | | 2.21 | 18000 | N | 76% | 1% | 1% | 0% | 22% | 0% | Ν | 0.075 | Ν | | 17000 | N | 2003 |
| 293) | Combined 7 | | 38000 | N | 75% | 1% | 1% | 0% | 22% | 0% | N | 0.074 | N | 0.523 | 34000 | N | _000 |
| | Combined | manic. | 30000 | 14 | 1370 | | 295 is sig | | | | IN | 0.074 | 14 | 0.525 | 34000 | IN | |
| | | | | | | WESI I- | 290 13 319 | lileu as | NOI III I | -290 | | | | | | | |
| Vest | | | | | To: From: | | Sl | R 895 | | | | | | | | | |
| 295) | | 3.49 | 18000 | G | 76% | 1% | 1% | 0% | 22% | 0% | F | 0.075 | F | | 17000 | G | 2003 |
| 293) | Combined 7 | | 38000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | NA | • | | 34000 | G | |
| | Combined | manic. | 30000 | G | 7570 | | 295 is sig | | | | ' | INA | | | 34000 | O | |
| | | | | | | VVC3t 1- | | | 110/11/1- | 230 | | | | | | | |
| Vest | | | | | To: From: | | | SR 5 | | | | | | | | | |
| 295) | | 3.89 | 20000 | G | 76% | 1% | 1% | 0% | 22% | 0% | F | 0.083 | F | | 19000 | G | 2003 |
| 293) | Combined 7 | | 39000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | NA | • | | 36000 | G | |
| | Combined | riamo. | 00000 | Ŭ | 7070 | | 295 is sig | | | | | 1471 | | | 00000 | Ü | |
| | | | | | To: | VVC3t I- | Chesterfiel | | | 290 | | | | | | | |
| | | | | | | | | | | | | | | | | | |
| Chesterfield County | V | | | | From: | | Uanriaa | County L | ina | | | | | | | | |
| Vest 295) | | 2.95 | 20000 | G | 76% | 1% | 1% | 0% | 22% | 0% | F | 0.083 | F | | 19000 | G | 2003 |
| Jun 1 | | | 20000 | G | | 1 /0 | 1 /0 | 0 /0 | 22 /0 | | | | | | | | |
| 200) | O a saala ka a al 3 | | 00000 | _ | | | 40/ | 00/ | 000/ | | | | | | | | 2000 |
| 200) | Combined 7 | | 39000 | G | 75% | 1% | 1% | 0% | 22% | 0% | F | 0.089 | N | | 36000 | G | 2000 |
| 233) | Combined 7 | | 39000 | G | 75% | 1% | 295 is sig | ned as | | | F | 0.069 | N | | | | 2000 |
| | Combined 7 | | 39000 | G | | 1% | 295 is sig | | | | F | 0.069 | N | | | | 2000 |
| Jenrico County | Combined 7 | | 39000 | G | 75% | 1% | 295 is sig S | ned as R 10 | North I- | | F | 0.069 | N | | | | 2000 |
| Ienrico County | | Traffic: | | | 75% To: From: | 1% West I- | 295 is sig S NCL I | R 10 | North I- | -295 | | | | 0.570 | 36000 | G | |
| | | | 16000 | G G | 75% | 1% | 295 is sig S | ned as R 10 | North I- | | F C | 0.099 | N F | 0.578 | | | |
| Ienrico County | | Traffic: | | | 75% To: 95% To: 95% | 1% West I- | 295 is sig S NCL 1 2% | R 10 | North I- | -295 | | | | 0.578 | 36000 | G | |
| Ienrico County 301) Chamberlayn | e Ave | Traffic: | | | 75% To: From: | 1% West I- | 295 is sig S NCL 1 2% | R 10 Richmond | North I- | -295 | | | | 0.578 | 36000 | G | 2003 |
| Ienrico County 301) Chamberlayn | e Ave | Traffic: | 16000 | G | 75% To: 95% From: 96% Ta. | 1% West I- | 295 is sig NCL 1 2% | R 10 Richmond 0% 1-95 0% | North I- | -295 0 | С | 0.092 | F | | 17000 | G G | 2003 |
| Ienrico County 301) Chamberlayn Chamberlayn | e Ave e Ave | 0.55 2.47 | 16000 16000 | G G | 75% To: 95% From: 96% To: 150 | 1% West I- | 295 is sig NCL 1 2% 2% Parl | Richmond O% I-95 O% mam Rd | North I- | 0% 0% | C | 0.092 | F | 0.763 | 36000 17000 17000 | G G G | 2003 |
| Ienrico County 301) Chamberlayn Chamberlayn | e Ave e Ave | Traffic: | 16000 | G | 75% To: 95% From: 96% Ta. | 1% West I- | 295 is sig NCL 1 2% Parl 2% | Richmonc 0% I-95 0% nam Rd 0% | North I- | -295 0 | С | 0.092 | F | | 17000 | G G | 2003 |
| Ienrico County 301) Chamberlayn Chamberlayn | e Ave e Ave | 0.55 2.47 | 16000 16000 | G G | 75% To: 95% From: 96% From: 96% To: To: To: To: To: To: To: To: To: To | 1% West I- | NCL I 2% Part 2% Hanover | Richmond O% I-95 O% mam Rd O% County L | North I- | 0% 0% | C | 0.092 | F | 0.763 | 36000 17000 17000 | G G G | 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 | G G | 75% To: 95% From: 96% To: 150 | 1% West I- | 295 is sig NCL 1 2% Parl 2% | Richmond O% I-95 O% mam Rd O% County L | North I- | 0% 0% | C | 0.092 0.119 0.105 | F | 0.763 | 36000 17000 17000 31000 | G G G | 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn | e Ave e Ave | 0.55 2.47 | 16000 16000 | G G | 75% To: 95% From: 96% From: 96% To: To: To: To: To: To: To: To: To: To | 1% West I- 1% 0% FR- | 295 is sig NCL 1 2% Parl 2% Hanover 653 US 301 | Richmond 0% I-95 0% mam Rd 0% County L | North I- 1 2% 1% 1% ine 82A FRO | 0% 0% | C | 0.092 | F | 0.763 | 36000 17000 17000 | G G G | 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 | G G | 75% To: 95% From: 96% To: From: From: From: To: From: | 1% West I- 1% 0% FR- | 295 is sig S NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF | Richmonc 0% 1-95 0% 1-95 0% County L 1-95-N0 | North I- 1 2% 1% 1% ine 82A FRO | 0% 0% | C | 0.092 0.119 0.105 | F | 0.763 | 36000 17000 17000 31000 | G G G | 2003 |
| Ichamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 NA | G G | 75% To: | 1% West I- 1% 0% FR- | 295 is sig S NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St | Richmonc 0% 1-95 0% 1-95 0% County L 1-95-N0 PHAM DI | North I- 1 2% 1% 1% ine 82A FRO | 0% | C C F | 0.092 0.119 0.105 NA | F F | 0.763 | 36000 17000 17000 31000 NA | G G G | 2003 2003 2003 |
| Ichamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 | G G | 75% To: 95% From: 96% To: From: From: From: To: From: | 1% West I- 1% 0% FR- | 295 is sig S NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF | Richmonc 0% 1-95 0% 1-95 0% County L 1-95-N0 | North I- 1 2% 1% 1% ine 82A FRO | 0% 0% | C | 0.092 0.119 0.105 | F | 0.763 | 36000 17000 17000 31000 | G G G | 2003 2003 2003 |
| Ichamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 NA | G G | 75% To: From: 95% From: 96% To: 10% From: 10% From: 96% To: 10% From: 96% To: 10% To: | 1% West I- 1% 0% FR- | 295 is sig NCL 1 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St 2% | Richmond 0% I-95 0% County L I-95-N0 PHAM DI apples Mil 0% | 1% 1% 1% 18 218 118 118 118 118 118 118 118 118 | 0% | C C F | 0.092 0.119 0.105 NA | F F | 0.763 | 36000 17000 17000 31000 NA | G G G | 2003 2003 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn Chamberlayn Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 0.90 | 16000 16000 29000 NA | G G G | 75% To: 95% From: 96% From: From | 1% West I- 1% 0% FR- | 295 is sig NCL 1 2% Parl 2% Hanover 653 US 301 US 301 UP US 33; St 2% Thorr | R 10 Richmond 0% I-95 0% nam Rd 0% County L I-95-N0 PHAM DI aples Mil 0% urose Ave | 1% 1% 1% 1882A FRO RIVE | 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F | 0.763 0.726 0.604 | 36000 17000 17000 31000 NA | G G G | 2003 2003 2003 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn Chamberlayn Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 | 16000 16000 29000 NA | G G | 75% To: From: 95% From: 96% To: 10% From: 10% From: 96% To: 10% From: 96% To: 10% To: | 1% West I- 1% 0% FR- | 295 is sig S NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St 2% Thorr 2% | Richmond 0% Richmond 0% 1-95 0% nam Rd 0% County L 1-95-N0 PHAM DI aples Mil 0% urose Ave 0% | 1% 1% 1% 18 218 118 118 118 118 118 118 118 118 | 0% | C C F | 0.092 0.119 0.105 NA | F F | 0.763 | 36000 17000 17000 31000 NA | G G G | 2003 2003 2003 2003 |
| Ienrico County 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 0.90 0.67 0.60 | 16000 16000 29000 NA 18000 | G G G | 75% To: 95% From: 96% Ta: From: From: 96% Ta: From: 96% | 1% West I- 1% 0% 0% FR- 1% | 295 is sig NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St 2% Thorr 2% Herm | Richmond 0% I-95 0% ham Rd 0% County L I-95-N0 PHAM DI aples Mil 0% urose Ave 0% hitage Rd | 1% 1% 1% 182A FRO RIVE 1 Rd 1% 1% | 0% 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F F | 0.763 0.726 0.604 0.584 | 36000 17000 17000 31000 NA 19000 17000 | G G G G | 2003 2003 2003 2003 2003 |
| Ienrico County 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 0.90 | 16000 16000 29000 NA | G G G | 75% To: 95% From: 96% From: From: From: 96% From: From: 96% | 1% West I- 1% 0% FR- | 295 is sig NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St 2% Thorr 2% Herm 2% | Richmond 0% Richmond 0% R-95 0% nam Rd 0% County L 1-95-N0 PHAM DI aples Mil 0% prose Ave 0% nitage Rd 0% | 1% 1% 182A FRO RIVE 1 Rd 1% 1% 1% | 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F | 0.763 0.726 0.604 | 36000 17000 17000 31000 NA | G G G | 2003 2003 2003 2003 2003 |
| Ienrico County 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Chamberlayn 301) Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 0.90 0.67 0.60 | 16000 16000 29000 NA 18000 | G G G | 75% To: 95% From: 96% Ta: From: From: 96% Ta: From: 96% | 1% West I- 1% 0% 0% FR- 1% | 295 is sig NCL I 2% 2% Parl 2% Hanover 653 US 301 US 301 UF US 33; St 2% Thorr 2% Herm | Richmond 0% Richmond 0% R-95 0% nam Rd 0% County L 1-95-N0 PHAM DI aples Mil 0% prose Ave 0% nitage Rd 0% | 1% 1% 182A FRO RIVE 1 Rd 1% 1% 1% | 0% 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F F | 0.763 0.726 0.604 0.584 | 36000 17000 17000 31000 NA 19000 17000 | G G G G | 2003 2003 2003 2003 2003 |
| Chamberlayn Chamberlayn Chamberlayn Chamberlayn Chamberlayn Hilliard Rd | e Ave e Ave | 0.55 2.47 0.17 0.90 0.67 0.60 | 16000 16000 29000 NA 18000 | G G G | 75% To: 95% From: 96% To: From: 96% From: 96% From: 96% From: 96% | 1% West I- 1% 0% 0% FR- 1% | 295 is sig NCL 1 2% Parl 2% Hanover 653 US 301 US 301 UP US 33; St 2% Thorr 2% Herm 2% | Richmond O% I-95 O% County L I-95-NO PHAM DI aples Mil O% urose Ave O% hitage Rd O% Lakeside | 1% 1% 18 2% 1% 18 82A FRO RIVE 1 Rd 1% 1% 1% Ave | 0% 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F F | 0.763 0.726 0.604 0.584 | 36000 17000 17000 31000 NA 19000 17000 | G G G G | 2003 2003 2003 2003 2003 |
| Chamberlayn | e Ave | 0.55 2.47 0.17 0.90 0.67 0.60 | 16000 16000 29000 NA 18000 | G G G | 75% To: 95% From: 95% From: 96% To: From: From: 96% To: From: 96% To: To: To: To: To: To: To: To | 1% West I- 1% 0% 0% FR- 1% | 295 is sig NCL 1 2% Parl 2% Hanover 653 US 301 US 301 UP US 33; St 2% Thorr 2% Herm 2% | Richmond 0% Richmond 0% R-95 0% nam Rd 0% County L 1-95-N0 PHAM DI aples Mil 0% prose Ave 0% nitage Rd 0% | 1% 1% 18 2% 1% 18 82A FRO RIVE 1 Rd 1% 1% 1% Ave | 0% 0% 0% 0% | C C F | 0.092 0.119 0.105 NA 0.096 | F F F | 0.763 0.726 0.604 0.584 | 36000 17000 17000 31000 NA 19000 17000 | G G G G | 2003 2003 2003 2003 2003 2003 |

| | | | | | 1 10 | enrico Maintenance Area | | | | | | | | |
|------------------------------|-------------|-------|----|--------------|-------|---------------------------|--------|----|-------------|----|---------------|-------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | _ | | | | | | | | | | |
| ~~~ | | | | From: | 201 | Laburnum Ave | 201 | _ | | _ | | | | |
| 360 Mechanicsville Tnpk | 1.34 | 34000 | G | 97% | 0% | 1% 0% 1% | 0% | F | 0.093 | F | 0.662 | 36000 | G | 2003 |
| | | | | To- | | Hanover County Line | | | | | | | | |
| East | | | | From: | | Chesterfield County Line | | | | | | | | |
| 895) Pocahontas Pkwy | 2.22 | 5100 | F | | | | | | 0.109 | F | | 6000 | F | 2003 |
| Combine | d Traffic: | 11000 | F | | | | | | NA | | | 13000 | F | |
| Ft | | | | To: | | Laburnum Ave | | | | | | | | |
| East 895) Pocahontas Pkwy | 5.66 | 2700 | F | | | | | | 0.109 | F | | 3200 | F | 2003 |
| | ed Traffic: | 4900 | F | | | | | | NA | • | | 5800 | F | 2000 |
| Combine | u manic. | 4900 | Г | To: | | I-295 | | | INA | | | 3600 | Г | |
| M · · · | | | | From: | | | | | | | | | | |
| West 895) Pocahontas Pkwy | 2.38 | 6000 | F | | | Chesterfield County Line | | | 0.12 | F | | 7000 | F | 2003 |
| | | | F | | | | | | | • | | | r F | 2003 |
| Combine | ed Traffic: | 11000 | Г | | | | | | NA | | | 13000 | Г | |
| West | | | | From: | | Laburnum Ave | | | | | | | | |
| 895) Pocahontas Pkwy | 5.03 | 2200 | F | | | | | | 0.139 | F | | 2600 | F | 2003 |
| | d Traffic: | 4900 | F | | | | | | NA | | | 5800 | F | |
| | | | | To: | | I-295 | | | | | | | | |
| | | | | From: | | Mountain Rd | | | | | | | | |
| 26) Mill Rd | 1.70 | 1600 | G | 95% | 0% | 4% 0% 1% | 0% | С | 0.128 | F | 0.609 | 1700 | G | 2003 |
| 20) | | | | To: | | Old Washington Hwy | | | | | | | | |
| | | | | From: | | Mountain Rd | | | | | | | | |
| 27) Old Washington Hwy | 1.67 | 920 | G | 95% | 0% | 4% 0% 1% | 0% | С | 0.162 | F | 0.644 | 980 | G | 2003 |
| 27) 010 11 00111119 | | | | - F | 0,0 | | | | 00_ | • | 0.0 | | • | |
| Old Washington Library | 0.00 | 0400 | _ | From: | 00/ | Greenwood Rd | 00/ | _ | 0.400 | _ | 0.505 | 0000 | 0 | 0000 |
| 27) Old Washington Hwy | 0.62 | 2100 | G | 95% To: | 0% | 4% 0% 1% | 0% | F | 0.133 | F | 0.585 | 2200 | G | 2003 |
| | | | | | | Hanover County Line | | | | | | | | |
| <u> </u> | | | _ | From: | | PounceyTract Rd | | _ | | _ | | | _ | |
| 29) Shady Grove Rd | 1.83 | 5000 | G | 94% | 1% | 3% 1% 1% | 0% | С | 0.100 | F | 0.669 | 5300 | G | 2003 |
| | | | | From: | | Nuckols Rd | | | | | | | | |
| 29) Shady Grove Rd | 0.54 | 2000 | G | 94% | 1% | 3% 1% 1% | 0% | F | 0.108 | F | 0.73 | 2100 | G | 2003 |
| | | | | To: | | Hanover County Line | | | | | | | | |
| | | | | From: | | New Market Rd | 1 | | | | | | | |
| 30) Long Bridge Rd | 1.38 | 420 | G | 96% | 0% | 2% 1% 1% | 0% | С | 0.13 | F | 0.684 | 440 | G | 2003 |
| | | | | To: | | Dec dlavery D d | | | | | | | | |
| 30 Long Bridge Rd | 2.38 | 330 | G | From: 96% | 0% | Bradbury Rd 2% 1% 1% | 0% | F | 0.112 | F | 0.577 | 350 | G | 2003 |
| 30) Long Bridge Nd | 2.00 | 550 | J | To: | 0 70 | Darbytown Rd | 070 | • | 0.112 | • | 0.511 | 330 | J | 2000 |
| | | | | From: | | • | | | | | | | | |
| Turnor Pd | 1 77 | 1200 | G | | 00/ | New Market Rd | 00/ | С | 0.104 | _ | 0.507 | 1200 | _ | 2002 |
| 31 Turner Rd | 1.77 | 1200 | G | 91% | 0% | 6% 1% 2% | 0% | C | 0.104 | F | 0.597 | 1300 | G | 2003 |
| | | | | To: From: | | Darbytown Rd | | | | | | | | |
| (31) Turner Rd | 1.76 | 1000 | G | 91 <u>%</u> | 0% | 6% 1% 2% | 0% | F | 0.108 | F | 0.531 | 1100 | G | 2003 |
| <u> </u> | | | | To- | | Charles City Rd | | | | | | | | |
| | | | | From: | | Longbridge Rd | | | | | | | | |
| 32) Bradbury Rd | 1.35 | 220 | G | 95% | 0% | 1% 1% 3% | 0% | С | 0.114 | F | 0.583 | 230 | G | 2003 |
| | | | | To: | | Darbytown Rd | | | | | | | | |
| | | | | From- | | Darbytown Rd | | | | | | | | |
| 33) Gill Dale Rd | 1.67 | 360 | G | 95% | 0% | 3% 1% 1% | 0% | С | 0.127 | F | 0.6 | 380 | G | 2003 |
| | | | | To: | | Charles City Rd | | | | | | | | |
| | | | | From: | | 43-7723 Charles City Rd | | | | | | · | | |
| 34) Poplar Spring Rd | 1.00 | 1600 | G | B | | | | | 0.108 | F | 0.729 | 1700 | G | 2003 |
| | | | | To: | | 43-35 Portugee Rd | | | | | | | | |
| | | | | From: | | Portugee Rd | | | | | | | | |
| (35) Memorial Dr | 1.44 | 2100 | G | 90% | 0% | 3% 4% 2% | 1% | С | 0.109 | F | 0.567 | 2200 | G | 2003 |
| 000 | | | _ | To: | - / 0 | Williamsburg Rd | | - | | - | | | - | _300 |
| | | | | From: | | Darbytown Rd | i | | | | | | | |
| 37 Britton Rd | 1.39 | 980 | G | <u> </u> | | Darrytown Ku | | | NA | | | 1000 | G | 2003 |
| 37) Britton Rd | 1.00 | 000 | • | To: | | Charles City Rd | | | 14/7 | | | 1000 | 5 | 2000 |
| | | | | | | Charles City Nu | | | | | | | | |

| | | | | | 110 | enrico Maintenance Area | | | | | | | | |
|---------------------------------------|--------------|--------------|--------|--------------|------|------------------------------|---------|--------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | | O.C. | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | | | ZYCKIC O'YCKIC TITALI | ZIIGII | | 1 dotoi | | 1 40101 | | | |
| | | | _ | From: | | New Market Rd | | | | _ | | | | |
| 38 Doran Rd | 2.10 | 1500 | G | 95% | 1% | 2% 1% 1% | 0% | С | 0.101 | F | 0.712 | 1600 | G | 2003 |
| | | | | | | Darbytown Rd | | | | | | | | |
| Cayon Lilla Dd | 0.60 | 4200 | _ | From: | 10/ | Laburnum Ave | 00/ | _ | 0.120 | г | 0.650 | 1200 | 0 | 2002 |
| 39 Seven Hills Rd | 0.62 | 1200 | G | 88% To: | 1% | 2% 1% 8% Settler Rd | 0% | С | 0.130 | F | 0.658 | 1200 | G | 2003 |
| | | | | From: | | | | | | | | | | |
| 40 Kingsland Rd | 1.63 | 570 | G | 89% | 0% | Osbome Tnpk 5% 0% 6% | 0% | С | 0.095 | F | 0.644 | 600 | G | 2003 |
| (40) Kingsland Rd | 1.03 | 370 | 0 | 0970 | 0 70 | | 070 | C | 0.033 | ' | 0.044 | 000 | U | 2003 |
| Vingeland Dd | 1.20 | 270 | | From: | 00/ | Varina Rd | 00/ | г | 0.006 | г | 0.527 | 200 | G | 2002 |
| 40 Kingsland Rd | 1.20 | 370 | G | 89% To: | 0% | 5% 0% 6% Wallo Rd | 0% | F | 0.096 | F | 0.537 | 390 | G | 2003 |
| | | | | From: | | | | | | | | | | |
| 41) Church Rd | 1.24 | 5900 | G | 97% | 0% | Lauderdale Rd 2% 0% 0% | 0% | С | 0.101 | F | 0.579 | 6300 | G | 2003 |
| 41) Gridion rid | 1.27 | 0000 | • | 7. T | 070 | | | Ü | 0.101 | • | 0.070 | 0000 | J | 2000 |
| Church Pd | 1.72 | 8100 | G | From: 97% | 0% | Pump Rd 2% 0% 0% | 0% | | 0.114 | F | 0.712 | 8600 | G | 2003 |
| 41 Church Rd | 1.12 | 0100 | G | 97 % To: | U-70 | Three Chopt Rd | U 70 | F | 0.114 | 1- | 0.712 | 0000 | G | 2003 |
| | | | | From: | | | | | | | | | | |
| 42) Cox Rd | 0.64 | 4000 | G | 97% | 0% | Ridgefield Pkwy 1% 0% 1% | 0% | С | 0.127 | F | 0.727 | 4300 | G | 2003 |
| (42) Cox Rd | 0.04 | 7000 | 3 | 97 70 To: | J /0 | Dead End; Gap | 0 /0 | O | 0.121 | ' | 0.121 | 7000 | J | 2003 |
| | | | | From: | | Three Chopt Rd; Gap | | | | | | | - | - |
| 42) Cox Rd | 0.57 | 16000 | G | 99% | 0% | 0% 0% 0% | 0% | С | 0.114 | F | 0.768 | 17000 | G | 2003 |
| | | | | To: | | US 250 Broad St | | | | | | | | |
| | | | | From: | | Kingsland Rd | | | | | | | | |
| (43) Varina Rd | 3.19 | 810 | G | 95 <u>%</u> | 0% | 3% 0% 2% | 0% | С | 0.092 | F | 0.623 | 850 | G | 2003 |
| <u> </u> | | | | To: | | New Market Rd | | | | | | | | |
| \sim | | | | From: | | Staples Mill Rd | | | | | | | | |
| (44) Old Courtney Rd | 0.44 | 540 | G | 97% | 0% | 2% 0% 0% | 0% | С | 0.124 | F | 0.956 | 580 | G | 2003 |
| | | | | To: | | Courtney Rd | | | | | | | | |
| O | 0.40 | | | From: | | 43-46 Dominion Blvd. | | | | | | | | |
| 45) Sadler Rd | 2.10 | NA | | To: | | 42 770(L -l Dl- D- | | | NA | | | NA | | |
| | | | | | | 43-7706 Lake Brook Dr | ! | | | | | | | |
| Dominion Dlvd | 0.20 | NA | | From: | | US 250 Broad St | | | NIA | | | NΙΔ | | |
| Dominion Blvd | 0.20 | NA | | To: | | 43-45 Sadler Rd | 1 | | NA | | | NA | | |
| | | | | From: | | | | | | | | | | |
| Old Three Chopt Rd | 0.35 | NA | | 110 | | US 250 Broad St | | | NA | | | NA | | |
| 47 Old Three Grioperta | 0.00 | 147 | | To: | | Three Chopt Rd | 1 | | 147 (| | | 14/1 | | |
| | | | | From: | | Broad St | 1 | | | | | | | |
| North Gayton Rd | 1.45 | 3600 | G | 96% | 1% | 2% 0% 0% | 0% | С | 0.101 | F | 0.520 | 3800 | G | 2003 |
| 1383) Moran Sayton Na | 1.10 | 0000 | • | To: | 170 | Lauderdale Rd | - 70 | Ū | 0.101 | | 0.020 | 0000 | Ü | 2000 |
| - | | | | From: | | 43-7703 Lauderdale Dr | | | | | | | | |
| 1587) Three Chopt Road | 2.23 | 6200 | G | 98% | 0% | 1% 0% 0% | 0% | F | 0.11 | F | 0.55 | 6500 | G | 2003 |
| · · · · · · · · · · · · · · · · · · · | | | • | To: | - | Cox Rd | | | | | | | | |
| 1587) Three Chopt Road | 0.85 | 17000 | G | From: 98% | 0% | 1% 0% 0% | 0% | С | 0.107 | F | 0.501 | 18000 | G | 2003 |
| 1307 | 3.00 | | Ū | | - 70 | | | Ü | 5.101 | • | 0.501 | .000 | - | _000 |
| Three Chant Bood | 0.27 | 14000 | G | From: 98% | 0% | Gaskins Rd 1% 0% 0% | 0% | - | 0.005 | F | 0.554 | 15000 | G | 2003 |
| Three Chopt Road | 0.27 | 14000 | G | 98% To: | U-70 | SR 157 Pemberton Rd | U 70 | F | 0.095 | Г | 0.554 | 15000 | G | 2003 |
| | | | | From: | | | <u></u> | | | | | | | |
| | | | | | 0% | Lauderdale Rd 1% 0% 1% | 0% | F | 0.103 | F | 0.525 | 7300 | G | 2003 |
| Gayton Rd | 0.59 | 6000 | G | | U 70 | 1/0 U/0 170 | U 70 | Г | 0.103 | Ι- | 0.020 | 1300 | G | ∠∪∪3 |
| Gayton Rd | 0.58 | 6900 | G | 98% | | | | | | | | | | |
| | | | | To- From: | | Ridgefield Pkwy | | | • • • | | | | | |
| October Dd | 0.58 2.48 | 6900 7300 | G G | To: | 0% | Ridgefield Pkwy 1% 0% 1% | 0% | С | 0.097 | F | 0.535 | 7800 | G | 2003 |
| 7502) Gayton Rd | | | | To- From: | | | 0% | С | 0.097 | F | 0.535 | | | 2003 |
| | | | | From: 98% | | 1% 0% 1% | 0% | C F | 0.097 | F | 0.535 | | | 2003 |

| | | | | | 1 10 | enno mantenan | LE AICA | | | | | | | | |
|---------------------------|--------|-------|----|--------------|------|----------------------------|---------|--|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | P | | | | - | | | | | | | |
| Quioccasin Rd | 0.38 | 19000 | G | 98% | 0% | SR 157; Pemberton 1% 0% | 1% | 0% | F | 0.096 | F | 0.542 | 20000 | G | 2003 |
| Quioccasin Rd | 0.00 | 10000 | | To: | 070 | | 170 | | • | 0.000 | | 0.042 | 20000 | | 2000 |
| 7502) Quioccasin Rd | 0.54 | 15000 | G | From: 98% | 0% | Blue Jay Ln 1% 0% | 0% | 0% | С | 0.093 | F | 0.616 | 16000 | G | 2003 |
| | | | | To | | Parham Rd | | | | | | | | | |
| (7502) Eastridge Rd | 0.28 | 16000 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.097 | F | 0.585 | 17000 | G | 2003 |
| | | | | To: | | Three Chopt Ro | d | | | | | | | | |
| O 5: 5: | 0.00 | | | From: | 00/ | Goochland County | | 00/ | _ | 0.004 | _ | 0.044 | 0700 | | |
| 7506 River Rd | 0.88 | 6300 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 0.094 | F | 0.644 | 6700 | G | 2003 |
| 7506) River Rd | 1.80 | 12000 | G | From: 97% | 0% | Gaskins Rd 2% 0% | 1% | 0% | С | 0.183 | F | 0.511 | 13000 | G | 2003 |
| 7506) River Rd | 1.00 | 12000 | Ū | 70 To: | 0 70 | | 1 /0 | —————————————————————————————————————— | O | 0.100 | ' | 0.511 | 10000 | J | 2000 |
| 7506) River Rd | 1.41 | 9900 | G | From: 98% | 0% | Parham Rd 1% 0% | 1% | 0% | С | 0.107 | F | 0.660 | 11000 | G | 2003 |
| 7300) 1 373 1 13 | | | | To | | Ridge Rd | | | | ***** | | | | | |
| 7506) River Rd | 0.93 | 13000 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.103 | F | 0.573 | 14000 | G | 2003 |
| | | | | To: | | Huguenot Rd | | | | | | | | | |
| O - | | | | From: | | Gaskins Rd | | | | | | | | | |
| 7508 Derbyshire Rd | 1.50 | 11000 | G | 99% To: | 0% | 1% 0% | 0% | 0% | С | 0.125 | F | 0.597 | 11000 | G | 2003 |
| | | | | From: | | Parham Rd River Rd | | | | | | | | | |
| 7514) Gaskins Rd | 1.03 | 12000 | G | 96% | 0% | 1% 2% | 1% | 0% | F | 0.109 | F | 0.557 | 13000 | G | 2003 |
| | | | | To | | Patterson Ave | | | | | | | | | |
| 7514) Gaskins Rd | 0.06 | 22000 | G | 96% | 0% | Quioccasin Rd | 1% | 0% | С | 0.102 | _ | 0.6 | 24000 | G | 2003 |
| Gaskins Rd | 0.96 | 22000 | G | 90% | 070 | | | 070 | C | 0.102 | F | 0.0 | 24000 | G | 2003 |
| 7514) Gaskins Rd | 0.83 | 37000 | G | 96% | 0% | Ridgefield Pkw 1% 2% | y 1% | 0% | F | NA | | | 38000 | G | 2003 |
| 7514) 345 | 0.00 | | | To | | Three Chopt Ro | | | • | | | | | | |
| 7514) Gaskins Rd | 0.13 | 37000 | G | 96% | 0% | 1% 2% | 1% | 0% | F | 0.097 | F | 0.659 | 40000 | G | 2003 |
| | | | | To | | I-64 | | 1 | | | | | | | |
| 7514) Gaskins Rd | 0.92 | 30000 | G | 96% | 0% | 1% 2% | 1% | 0% | F | 0.095 | F | 0.504 | 31000 | G | 2003 |
| | | | | To: From: | | Broad St | | | | | | | | | |
| 7514) Gaskins Rd | 0.59 | 17000 | G | 96% | 0% | 1% 2% | 1% | 0% | F | 0.105 | F | 0.579 | 19000 | G | 2003 |
| | | | | To: | | Springfield Rd | | | | | | | | | |
| 7516) Ridgefield Parkway | 0.33 | E40 | G | 97% | 0% | Dead End 2% 0% | 1% | 0% | F | 0.105 | F | 0.567 | 590 | G | 2003 |
| 7516 Riugelielu Farkway | 0.32 | 540 | G | 70 To: | 0 70 | 43-7703 Lauderdal | | 0 76 | ı | 0.105 | ' | 0.567 | 580 | G | 2003 |
| O | | | | From: | | Lauderdale Rd | | | | | | _ | | _ | |
| 7516 Ridgefield Parkway | 0.32 | 1900 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 0.104 | F | 0.5 | 2000 | G | 2003 |
| Didgefield Direct | 1.05 | 0000 | | From: | 00/ | Gayton Rd | 10/ | 00/ | | 0.404 | | 0.604 | 10000 | | 2000 |
| 7516 Ridgefield Pkwy | 1.85 | 9800 | G | 97% | 0% | 2% 0% | 1% | 0% | С | 0.104 | F | 0.601 | 10000 | G | 2003 |
| (7516) Ridgefield Pkwy | 1.34 | 12000 | G | From: 97% | 0% | Pump Rd 2% 0% | 1% | 0% | F | 0.108 | F | 0.636 | 13000 | G | 2003 |
| (516) Mugelielu Pkwy | 1.34 | 12000 | G | 97 % To: | U 70 | Gaskins Rd | 1 /0 | J /0 | ı. | 0.100 | Γ' | 0.000 | 13000 | J | 2003 |
| | | | | From: | | River Rd | | j | | | | | | | |
| 7518) Parham Rd | 1.91 | 32000 | G | 96% | 0% | 1% 2% | 1% | 0% | С | 0.102 | F | 0.526 | 37000 | G | 2003 |
| | | | | To- | | SR 6 Patterson A | ve | | | | | | | | |
| 7518) Parham Rd | 0.51 | 30000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.079 | F | 0.513 | 35000 | G | 2003 |
| | | | | To: From: | | Quioccasin Rd | | } | | | | | | | |
| 7518) Parham Rd | 0.67 | 29000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.084 | F | 0.544 | 33000 | G | 2003 |
| | | | | To: From: | | Three Chopt Ro | | | | | | | | | |
| ₇₅₁₈ Parham Rd | 0.95 | 35000 | G | 96% | 0% | 2% 1% | 0% | 0% | С | 0.086 | F | 0.56 | 40000 | G | 2003 |
| <u> </u> | | *** | | From: | 42. | I-64 | 42. | | | | | | | | |
| 7518 Parham Rd | 1.22 | 23000 | G | 93% To: | 1% | 1% 4% | 1% | 0% | С | 0.082 | F | 0.525 | 26000 | G | 2003 |
| | | | | | | US 250 Broad S | ot | | | | | | | | |

| Carrier Country Carrier Carr | | | | | | He | enrico Maintenar | nce Area | | | | | | | | |
|--|-------------------------------|--------|-------|-----|-----------------|-------------|--------------------|------------|------------------|--|-------|----|--------|--------|----|------|
| Second | Route | Length | AADT | QA | 4Tire | Bus | - | | 2Trail | - QC | | QK | | AAWDT | QW | Year |
| Parham Rd | Henrico County | | | | | | | | | | | | | | | |
| Parham Rd 0.66 22000 G 96% 0% 1% 2% 1% 0% 0% 0% 0% 0% 0% 0 | O 5 4 54 | | | _ | | 201 | | | 201 | l _ | | _ | | 0.1000 | _ | |
| Parham Rd 0.66 22000 G 68% 69% 69% 19% 29% 19% 09% C 0.087 F 0.501 25000 G 200 | ₇₅₁₈) Parham Rd | 0.91 | 21000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.084 | F | 0.527 | 24000 | G | 2003 |
| US 33 Stagles Mill Road US 35 Stagles Mi | _ | | | | To: From: | | Hungary Springs | s Rd | | <u> </u> | | | | | | |
| Parham Rd | 7518) Parham Rd | 0.66 | 22000 | G | | 0% | 1% 2% | 1% | 0% | С | 0.087 | F | 0.501 | 25000 | G | 2003 |
| Parham Rd | | | | | To | | LIS 33 Stanles Mil | l Road | | | | | | | | |
| 1.91 23000 G 99% 0% 1% 0% 0% 0% 0% 0% 0 | 7518) Parham Rd | 1.08 | 28000 | F | | 0% | | | 0% | С | 0.107 | В | 0.589 | 29000 | F | 2003 |
| Parham Rd | 7516) - 4 | | | - | | | | | 0,0 | 1 | 0 | _ | 0.000 | | • | _000 |
| See Route Str 73 for Parham Rd between US 1 and L95. | O 5 1 51 | 4.04 | | _ | | 00/ | | | 00/ | 一 | 0.000 | _ | 0.554 | 00000 | | 0000 |
| Series Parham Rd | 7518) Parnam Rd | 1.91 | 23000 | | | | | | | | | F | 0.551 | 26000 | G | 2003 |
| Parlam Rd | | | | See | e Ro <u>ute</u> | SR 73 | | | 1 US 1 a | and I-9 | 5. | | | | | |
| Parham Rd | | | | | From: | | | ld | | | | | | | | |
| See Route SR 73 for Parksman Rd between US1 and F95. See Route SR 73 for Parksman Rd between US1 and F95. See Route SR 73 for Parksman Rd between US1 and F95. See Route SR 73 for Parksman Rd Between US1 and F95. See Route SR 73 for Parksman Rd Between US1 and F95. See Route SR 73 for Parksman Rd SR 74 for Route SR 73 for Parksman Rd SR 74 for Route SR 73 for Parksman Rd SR 74 for Route SR 73 for Parksman Rd SR 74 for Route SR 74 f | Parham Pd | 1 /10 | 16000 | G | | Ω% | | 10/ | 0% | ı | 0.1 | _ | 0.545 | 17000 | G | 2003 |
| 1.07 17000 G 98% 0% 1% 0% 0% 0% F 0.109 F 0.585 18000 G 200 | 7518) Famani Ku | 1.40 | 10000 | | | | | | | | | | 0.545 | 17000 | G | 2000 |
| Note September September | | | | Sec | _ | | | | | ana 1-9: 1 | o. | | | | | |
| Hungary Rd 1.07 17000 G 98% 0% 1% 0% 0% 0% 0% F 0.109 F 0.585 18000 G 200 West End Dr | | | | | | US | 301, SR 2 Chamber | riayne Ave | ; | | | | | | | |
| Hungary Rd 1.32 18000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | <u> </u> | | | _ | <u> </u> | | | | | | | _ | _ | | _ | |
| Hungary Rd 1.32 18000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | ₇₅₂₆₎ Hungary Rd | 1.07 | 17000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.109 | F | 0.585 | 18000 | G | 2003 |
| Hungary Rd 1.32 18000 G 98% 0% 1% 0% 0% 0% 0% C 0.107 F 0.531 19000 G 200 Supple Mill Rd | | | | | To: | | West End Di | r | | | | | | | | |
| Supples Mill Rd Supples Mi | 7526 Hungary Rd | 1.32 | 18000 | G | | 0% | | | 0% | С | 0.107 | F | 0.531 | 19000 | G | 2003 |
| Hungary Rd 0.53 13000 G 97% 0% 1% 1% 1% 1% 1% 0% F 0.109 F 0.109 F 0.529 14000 G 200 Company Rd 0.13 17000 G 97% 0% 1% 1% 1% 1% 1% 0% F 0.108 F 0.108 F 0.108 F 0.509 18000 G 200 Company Rd 0.71 13000 G 97% 0% 1% 1% 1% 1% 1% 0% F 0.106 F 0.106 F 0.509 18000 G 200 Company Rd 0.71 13000 G 97% 0% 1% 1% 1% 1% 1% 0% F 0.106 F 0.107 F 0.592 14000 G 200 Company Rd 0.71 13000 G 97% 0% 1% 1% 1% 1% 1% 1% 0% 1% 1 | 5 d , | | | - | т | | | | | - 1 | | | | | - | |
| Hungary Rd 0.13 17000 G 97% 0% 1% 1% 1% 0% F 0.106 F 0.509 18000 G 200 | Llungar Del | 0.50 | 42000 | | | 00/ | | | 00/ | | 0.400 | | 0.500 | 44000 | ^ | 0000 |
| Hungary Rd 0.13 17000 G 97% 0% 1% 1% 1% 0% F 0.106 F 0.509 18000 G 200 Purcell Rd | 7526) Hungary Rd | 0.53 | 13000 | G | 97% | 0% | 1% 1% | 1% | 0% | F | 0.109 | F | 0.529 | 14000 | G | 2003 |
| Purcell Rd Pur | | | | | From: | | Old Staples Mill | l Rd | | <u> </u> | | | | | | |
| Hungary Rd 0.71 13000 G 97% 0% 1% 1% 1% 0% F 0.107 F 0.592 14000 G 200 | 7526) Hungary Rd | 0.13 | 17000 | G | 97% | 0% | 1% 1% | 1% | 0% | F | 0.106 | F | 0.509 | 18000 | G | 2003 |
| Hungary Rd 0.71 13000 G 97% 0% 1% 1% 1% 0% F 0.107 F 0.592 14000 G 200 | | | | | To | | Duroell Dd | | | 1 | | | | | | |
| Woodman Rd Woo | Hungary Pd | 0.71 | 13000 | G | | Λ% | | 1% | Λº/ ₆ | l I | 0.107 | F | 0.502 | 14000 | G | 2003 |
| Hungary Rd 2.08 6600 G 97% 0% 1% 1% 1% 0% 0% C 0.105 F 0.618 7000 G 200 Parham Rd | 7526 Hungary Nu | 0.7 1 | 13000 | 0 | 31 /0 | 0 70 | 170 170 | 1 70 | 070 | . ' | 0.107 | ' | 0.552 | 14000 | O | 2000 |
| Parham Rd | ^ | | | | | | | | | | | | | | | |
| Three Chops Rd | ₇₅₂₆) Hungary Rd | 2.08 | 6600 | G | | 0% | 1% 1% | 1% | 0% | С | 0.105 | F | 0.618 | 7000 | G | 2003 |
| 1 | <u> </u> | | | | To: | | Parham Rd | | | | | | | | | |
| Triangle Triangle | | | | | From: | | Three Chopt F | ₹d | | | | | | | | |
| Trail Horsepen Rd Horsep | 7536) Horsepen Rd | 0.24 | 25000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.097 | F | 0.639 | 27000 | G | 2003 |
| Staples Monument Ave 1.42 19000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | | | | | To: | | Glenside Dr | | | | | | | | | |
| Forest Ave For | ^ | | | | From: | | Horsepen Ro | | | | | | | | | |
| Company Comp | ₇₅₃₆) Glenside Dr | 0.48 | 20000 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.090 | F | 0.548 | 21000 | G | 2003 |
| Company Comp | | | | | To: | | Forest Ave | | | 1 | | | | | | |
| Second S | Glenside Dr | 0.15 | 35000 | G | | 0% | | 0% | 0% | F | 0.092 | F | 0.586 | 40000 | G | 2003 |
| Size Staples Mill Rd Sta | 7536) Giorioldo Bi | 0.10 | 00000 | • | 0070 | 070 | 170 070 | 070 | 070 | | 0.002 | • | 0.000 | 10000 | Ü | 2000 |
| Staples Mill Rd Staples Mi | O -: | | | _ | | | | | | <u> </u> | | | | | _ | |
| 1.30 16000 G 97% 0% 1% 0% 1% 0% 0% 0% 0 | (7536) Glenside Dr | 0.41 | 27000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.089 | F | 0.502 | 31000 | G | 2003 |
| 1.30 16000 G 97% 0% 1% 0% 1% 0% 0% 0% 0 | | | | | To: | | Broad St | | | | | | | | | |
| Staples Mill Rd | 7536) Glenside Dr | 1.30 | 16000 | G | | 0% | | 1% | 0% | С | 0.093 | F | 0.565 | 18000 | G | 2003 |
| Masonic Home Ln 0.46 12000 G 94% 0% 2% 2% 1% 0% F 0.082 F 0.551 13000 G 200 To | | | | | To: | | Staples Mill F | Rd | | <u> </u> | | | | | | |
| Masonic Home Ln 0.46 12000 G 94% 0% 2% 2% 1% 0% F 0.082 F 0.551 13000 G 200 To | | | | | From: | | Nine Mile R | | | | | | | - | | |
| Brittles Ln | 7507 Masonic Home I n | 0.46 | 12000 | G | 94% | 0% | | | 0% | J F | 0.082 | F | 0.551 | 13000 | G | 2003 |
| Brittles Ln 1.10 12000 G 94% 0% 2% 2% 1% 0% C 0.085 F 0.553 13000 G 200 | 7337 | 0.40 | 000 | _ | To | 5 /0 | | . 70 | 570 | 1 | 5.502 | • | 5.001 | 10000 | • | _500 |
| Rittles Ln 1.10 12000 G 94% 0% 2% 2% 1% 0% C 0.085 F 0.553 13000 G 200 | | | | | From: | | | Ln | | | | | | | | |
| Tor Williamsburg Rd From Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd Horsepen Rd | 7537) Brittles Ln | 1.10 | 12000 | G | 94% | 0% | | | 0% | С | 0.085 | F | 0.553 | 13000 | G | 2003 |
| Horsepen Rd | | | | | | | | | | L | | | | | | |
| Monument Ave 1.42 19000 G 98% 0% 1% 0% 0% 0% F 0.099 F 0.631 21000 G 200 To a | | _ | | | From: | _ | | | | 1 | | • | | | | _ |
| Nonument Ave 0.57 21000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | Monument Ave | 1 // 2 | 19000 | G | | Nº/2 | | | Nº/ ₂ | J F | 0 000 | F | 0 631 | 21000 | G | 2003 |
| Monument Ave 0.57 21000 G 98% 0% 1% 0% 0% 0% 0 | 7538) MONUMENT AVE | 1.≒∠ | 13000 | 9 | JU /0 | U /0 | 1/0 0/0 | U /0 | 0 /0 | | 0.033 | | 0.001 | 21000 | J | 2000 |
| Monument Ave 0.22 23000 G 98% 0% 1% 0% 0% 0% 0% F 0.102 F 0.546 24000 G 200 | | | | | From: | | | | | | | | | | | |
| Monument Ave 0.22 23000 G 98% 0% 1% 0% 0% 0% F 0.102 F 0.546 24000 G 200 WCL Richmond From: Charles City Rd | 7538 Monument Ave | 0.57 | 21000 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.099 | F | 0.579 | 22000 | G | 2003 |
| Monument Ave 0.22 23000 G 98% 0% 1% 0% 0% 0% F 0.102 F 0.546 24000 G 200 WCL Richmond From: Charles City Rd | | | | | To: | | Willow I awn | Dr | | I | | | | | | |
| To: WCL Richmond From: Charles City Rd | 7538 Monument Ave | 0 22 | 23000 | G | 98% | 0% | | | 0% | F | 0 102 | F | 0 546 | 24000 | G | 2003 |
| 7539 Beulah Rd 3.03 1500 G 91 0% 0% 1% 3% 3% 0% C 0.09 F 0.66 1600 G 200 | 73307 11131131117 140 | 5.22 | | • | To: | 3 /0 | | | 370 | 1 | 0.102 | • | 0.0-10 | _ 1000 | • | _000 |
| 7539) Beulah Rd 3.03 1500 G 91 60% 10% 10% 30% 30% C 0.09 F 0.66 1600 G 200 | | | | | From: | | | | | ! | | | | | | |
| | Davilah Di | 0.00 | 4500 | _ | | 00/ | | | 00/ | I | 0.00 | _ | 0.00 | 4000 | 0 | 0000 |
| ¹⁰ Roy Rd | 7539 Beulah Rd | 3.03 | 1500 | G | | υ% | | 3% | υ% | ı | 0.09 | ۲ | 0.66 | 1600 | G | 2003 |
| • | | | | | 10: | | Roy Rd | | | <u> </u> | | | | | | |

| | | | | | 110 | enno mannenan | ce Alea | | | | | | | | |
|--------------------------------|--------|-------|----|--------------|------|---------------------|---------|------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | - | | | | | | | | | | | |
| O ==. | | | _ | From: | 201 | Roy Rd | | | _ | a .a= | _ | | | | |
| ₇₅₃₉ Beulah Rd | 0.40 | 4500 | G | 91% | 0% | 1% 3% | 3% | 0% | F | 0.105 | F | 0.628 | 4800 | G | 2003 |
| | | | | To- | | Williamsburg R | d | | | | | | | | |
| | | | | From: | | Glenside Drive | | | | | | | | | |
| 7540) Horsepen Rd | 0.49 | 5500 | G | 96% | 0% | 2% 1% | 0% | 0% | С | 0.101 | F | 0.627 | 5900 | G | 2003 |
| | | | | To: | | Miami Ava | | 1 | | | | | | | |
| Horonon Pd | 0.61 | 7200 | G | 97% | 0% | Miami Ave 1% | 0% | 0% | С | 0.102 | F | 0.623 | 7700 | G | 2003 |
| Horsepen Rd | 0.01 | 1200 | G | 70 To: | 0 76 | | 0 /0 | 0 /0 | C | 0.103 | | 0.023 | 7700 | G | 2000 |
| | | | | 10. | | Broad St Rd | | | | | | | | | |
| | | | | From: | | Broad St | | | | | | | | | |
| ₇₅₄₆) Dickens Rd | 0.36 | 4000 | G | 98% | 0% | 1% 0% | 1% | 0% | С | 0.107 | F | 0.548 | 4300 | G | 2003 |
| | | | | To: | | Falmouth St | | 1 | | | | | | | |
| Dickens Rd | 0.25 | 4800 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.111 | F | 0.624 | 5100 | G | 2003 |
| Dickens Rd | 0.23 | 4000 | G | 30 /0 | 0 70 | 170 070 | 1 /0 | 0 70 | ' | 0.111 | ' | 0.024 | 3100 | U | 2000 |
| _ | | | | To: From: | | Bethlehem Rd | | | | | | | | | |
| Dickens Rd | 0.13 | 6000 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.105 | F | 0.754 | 6300 | G | 2003 |
| | | | | To: | | T. C4 | | | | | | | | | |
| O Dielesee Del | 0.50 | 0700 | | From: | 00/ | I-64 | 40/ | 00/ | | 0.000 | _ | 0.570 | 7400 | _ | 0000 |
| Dickens Rd | 0.56 | 6700 | G | 98% | 0% | 1% 0% | 1% | 0% | F | 0.099 | F | 0.572 | 7100 | G | 2003 |
| | | | | To: | | Staples Mill Ro | 1 | | | | | | | | |
| | | | | From: | | Staples Mill Ro | i | | | | | | | | |
| Hermitage Rd | 1.74 | 4800 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.11 | F | 0.649 | 5100 | G | 2003 |
| | | | | To: | | Woodman Rd | | | | | | | | | |
| | | | | From: | | | | | | | | | | | |
| O Downski and town Dal | 4.04 | 40000 | _ | | 00/ | Staples Mill Ro | | 00/ | _ | 0.444 | _ | 0.040 | 44000 | 0 | 0000 |
| Dumbarton Rd | 1.34 | 13000 | G | 96% | 0% | 2% 0% | 1% | 0% | С | 0.114 | F | 0.642 | 14000 | G | 2003 |
| | | | | To: | | Lakeside Ave | | ŀ | | | | | | | |
| Dumbarton Rd | 0.72 | 10000 | G | 96% | 0% | 2% 0% | 1% | 0% | F | 0.112 | F | 0.755 | 11000 | G | 2003 |
| 332) 2 a | ···- | | • | To: | 0,0 | WCL Richmon | | | • | •= | | 000 | | • | |
| | | | | | | | | | | | | | | | |
| <u> </u> | | | _ | From: | | New Market Ro | | | _ | | _ | | | _ | |
| Laburnum Ave | 1.86 | 5700 | G | 93 <u>%</u> | 0% | 2% 2% | 3% | 0% | С | 0.085 | F | 0.586 | 5800 | G | 2003 |
| | | | | To: | | Darbytown Rd | | | | | | | | | |
| | | | _ | From: | | Darbytown Roa | | | _ | | _ | | | _ | |
| ₇₅₅₅₎ Laburnum Ave | 1.55 | 18000 | G | 97 <u>%</u> | 0% | 1% 0% | 1% | 0% | F | 0.078 | F | 0.582 | 18000 | G | 2003 |
| | | | | To: | | Charles City Roa | | | | | | | | | |
| \sim | | | | From: | | Charles City Ro | | | | | | | | | |
| ₇₅₅₅) Laburnum Ave | 0.94 | 21000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.075 | F | 0.501 | 22000 | G | 2003 |
| | | | | To | | Williamsburg R | d | | | | | | | | |
| 7555) Laburnum Ave | 1.11 | 34000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.078 | F | 0.541 | 34000 | G | 2003 |
| Laburnum Ave | 1.11 | 34000 | G | 31 /0 | 0 70 | 170 070 | 1 /0 | 0 /0 | ' | 0.070 | ' | 0.541 | 34000 | U | 2000 |
| _ | | | | From: | | I-64 | | | | | | | | | |
| (7555) Laburnum Ave | 1.08 | 20000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.085 | F | 0.538 | 20000 | G | 2003 |
| | | | | To: | | Nine Mile Rd | | | | | | | | | |
| _ | | | | From: | | Nine Mile Roa | d | | | | | | | | |
| 7555) Laburnum Av | 1.27 | 23000 | Α | 97% | 0% | 1% 0% | 1% | 0% | С | 0.099 | Α | 0.531 | 23000 | Α | 2003 |
| | | | | To: | | Creighton Road | | | | | | | | | |
| | | | | From: | | Creighton Rd | | | | | | | | | |
| 7555) Laburnum Ave | 1.65 | 22000 | G | 94% | 0% | 1% 4% | 1% | 0% | С | 0.089 | F | 0.534 | 22000 | G | 2003 |
| | | | | | | | | | | | | | | | |
| <u> </u> | | 0=000 | _ | From: | 001 | Mechanicsville Ti | | | _ | 0.000 | _ | 0.000 | 00000 | | |
| (7555) Laburnum Ave | 1.20 | 27000 | G | 95% | 0% | 1% 3% | 1% | 0% | С | 0.083 | F | 0.632 | 28000 | G | 2003 |
| | | | | To: | | Carolina Ave | | | | | | | | | |
| (2555) Laburnum Ave | 0.50 | 19000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.087 | F | 0.612 | 20000 | G | 2003 |
| Laburnum Ave | 0.50 | .0000 | • | | J /0 | 170 070 | 1 /0 | 0 /0 | ' | 0.001 | • | 0.012 | 20000 | 5 | 2000 |
| | | | | To: From: | | Richmond-Henrico | Tnpk | | | | | | | | |
| Laburnum Ave | 0.80 | 22000 | G | 97% | 0% | 1% 0% | 1% | 0% | F | 0.089 | F | 0.622 | 22000 | G | 2003 |
| | | | | To- | | ECL Richmond | i | | | | | | | | |
| | | | | From: | | Charles City Ro | | | | | | | | | |
| Lawia Dd | 4.00 | 4000 | ^ | <u> </u> | 40/ | | | 00/ | _ | 0.070 | _ | 0.570 | E000 | _ | 2000 |
| (7557) Lewis Rd | 1.26 | 4900 | G | 91% | 1% | 3% 1% | 5% | 0% | С | 0.078 | F | 0.572 | 5200 | G | 2003 |
| <u> </u> | | | | To: | | Williamsburg R | d | | | | | | | | |
| | | | | From: | | Staples Mill Ro | i | | | | | | | | |
| Mountain Rd | 2.26 | 4600 | G | 96% | 0% | 3% 0% | 1% | 0% | F | 0.104 | F | 0.525 | 4900 | G | 2003 |
| | | | | To: | | Old Washington F | | | | | | | | | |
| | | | | | | Jiu Washington I | 1 vv y | | | | | | | | |

| | | | | | 110 | enrico Maintenar | icc Aica | | | | | | | | |
|---------------------------------|------------------|---------------|--------|--|------|---|---------------------------|--------|----------|-------------|--------|---------------|---------------|--------|------------------------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tı 2Axle 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Henrico County | | | | | | | | _ | | | | | | | |
| | | | | From: | | Old Washington | | | | | | | | | |
| (₇₅₅₈) Mountain Rd | 0.89 | 8300 | G | 96% | 0% | 3% 0% | 1% | 0% | С | 0.110 | F | 0.598 | 8800 | G | 2003 |
| | | | | To: From: | | Woodman Ro | l | | | | | | | | |
| 7558) Mountain Rd | 2.20 | 4900 | G | 96% | 0% | 3% 0% | 1% | 0% | F | 0.089 | F | 0.607 | 5200 | G | 2003 |
| | | | | To- | | Brook Rd | | | | | | | | | |
| | | | | From: | | ECL Richmor | A | 1 | | | | | | | |
| 7559) Darbytown Rd | 0.77 | 4800 | G | 93% | 0% | 3% 2% | 1% | 0% | С | 0.08 | F | 0.586 | 5000 | G | 2003 |
| Darbytown Rd | 0.11 | 4000 | • | 33 /0 | 0 70 | 370 270 | 1 70 | 0 70 | C | 0.00 | ' | 0.500 | 3000 | U | 2000 |
| ^ | | | | To: From: | | Louisa Stree | | - | | | | | | | |
| ₇₅₅₉) Darbytown Rd | 2.24 | 6300 | G | 93% | 0% | 3% 2% | 1% | 0% | F | 0.076 | F | 0.558 | 6700 | G | 2003 |
| | | | | To | | 43-7555 Laburnun | ı Ave | 1 | | | | | | | |
| 7559) Darbytown Rd | 5.28 | 4000 | G | 93% | 0% | 3% 2% | 1% | 0% | F | 0.091 | F | 0.657 | 4300 | G | 2003 |
| 7559) 24.2) (8.11) | 0.20 | | • | | 0,0 | | .,, | 0,0 | • | 0.00 | • | 0.00. | .000 | • | |
| <u> </u> | | | | From: | | Bradbury Rd | | | | | _ | | | _ | |
| Darbytown Rd | 2.54 | 2300 | G | 93% | 0% | 3% 2% | 1% | 0% | F | 0.083 | F | 0.681 | 2400 | G | 2003 |
| <u> </u> | | | | To: | | Willis Church | Rd | | | | | | | | |
| | | | | From: | | Kingsland Ro | | | | | | | | | |
| 7565) Osborne Tnpk | 3.12 | 790 | G | 96% | 0% | 2% 0% | 2% | 0% | F | 0.114 | F | 0.621 | 830 | G | 2003 |
| | | | | To: | | Mill Rd | | | | | | | | | |
| 7565) Osborne Tnpk | 3.34 | 2000 | G | From: 96% | 0% | 2% 0% | 2% | 0% | С | 0.117 | F | 0.657 | 2200 | G | 2003 |
| Osborne Tnpk | J.J T | 2000 | 3 | JJ 70 | J 70 | Z/0 U/0 | <u> </u> | U /0 | U | 0.117 | ' | 0.001 | 2200 | J | 200 |
| ^ | | | | From: | | New Market F | ld | | | | | | | | |
| New Osborne Tnpk | 0.81 | 810 | G | 96% | 0% | 2% 0% | 2% | 0% | F | 0.103 | F | 0.575 | 850 | G | 2003 |
| | | | | To: | | SCL Richmor | d | | | | | | | | |
| | | | | From: | | Airport Entran | ce | | | | | | | | |
| Airport Dr South | 1.18 | 17000 | G | 93% | 1% | 3% 2% | 2% | 0% | С | 0.081 | F | 0.571 | 18000 | G | 2003 |
| 331) | | | | To: | | US 60 Williamsbu | | | | | | | | | |
| | | | | From: | | | | | | | | | | | |
| Dill Ave | 0.66 | E400 | • | | 00/ | ECL Richmor | 1% | 00/ | _ | 0.400 | _ | 0.670 | EEOO | 0 | 200 |
| Dill Ave | 0.66 | 5100 | G | 98% To: | 0% | 1% 0% | | 0% | С | 0.102 | F | 0.672 | 5500 | G | 2003 |
| | | | | | | Mechanicsville 7 | прк | | | | | | | | |
| | | | | From: | | US 60 Williamsbu | | | | | | | | | |
| 7589) Dry Bridge Rd | 1.16 | 860 | G | 92 <u>%</u> | 0% | 4% 2% | 2% | 0% | С | 0.111 | F | 0.632 | 910 | G | 2003 |
| | | | | To: | | Ponderosa D | • | | | | | | | | |
| | | | | From: | | Meadow Rd | | | | | _ | | | _ | |
| (7589) Grapevine Rd | 1.51 | 740 | G | 92 <u>%</u> | 0% | 4% 2% | 2% | 0% | F | 0.117 | F | 0.539 | 790 | G | 2003 |
| | | | | To- | | SR 156; Old Hano | er Rd | | | | | | | | |
| | | | | From: | | Nine Mile Ro | l | | | | | | | | |
| 7591) Hanover Rd | 1.54 | 3200 | G | 97% | 0% | 1% 1% | 1% | 0% | С | 0.104 | F | 0.522 | 3400 | G | 2003 |
| | | | | To: | | Airport Dr | | | | | | | | | |
| | | | | From: | | US 1; Brook F | 'd | | | | | | | | |
| 7594) Wilkinson Rd | 0.83 | 8500 | G | 98% | 0% | 1% 1% | 1% | 0% | F | 0.092 | F | 0.577 | 9100 | G | 2003 |
| 7594) Wilkinson Ra | 0.00 | 0000 | Ū | 0070 | 0 70 | | 170 | 070 | • | 0.002 | • | 0.077 | 0100 | Ü | 2000 |
| | | | | From: | | Ridge Rd | | | | | | | | | |
| 7594) Wilkinson Rd | 0.48 | 6700 | G | 98% | 0% | 1% 1% | 1% | 0% | С | 0.094 | F | 0.551 | 7200 | G | 2003 |
| | | | | To: From: | 1 | US 301; Chamberlay | ne Ave | T- | | | | | | | |
| 7594) Wilkinson Rd | 0.50 | 6000 | G | 98% | 0% | 1% 1% | 1% | 0% | F | 0.085 | F | 0.543 | 6400 | G | 2003 |
| | 0.56 | | - | To: | | Diane Lane | | | | | | - | | | |
| _ | 0.56 | | | | | | Ганнаінча | | | | | | | | |
| | 0.56 | | | From: | 4. | 3-7596 Azalea Gap ' | emmus | | | | | | | | |
| 7594) Wilkinson Rd | 1.44 | 6700 | G | From: | 4. | 3-7596 Azalea Gap´ | emmus | | | 0.099 | F | 0.562 | 7100 | G | 2003 |
| Wilkinson Rd | | 6700 | G | From: | | 3-7596 Azalea Gap´ 44 MN Azalea Near | | | | 0.099 | F | 0.562 | 7100 | G | 2003 |
| Wilkinson Rd | | 6700 | G | <u> </u> | | 44 MN Azalea Near | Diane La | | | 0.099 | F | 0.562 | 7100 | G | 2003 |
| Applica Aug | 1.44 | | | To: From: | 1.4 | 44 MN Azalea Near ECL Richmor | Diane La | 0% | <u> </u> | | | | | | |
| Applica Aug | | 6700 | G G | To: From: 97% | | 44 MN Azalea Near ECL Richmor 1% 0% | Diane La | 0% | С | 0.099 | F F | 0.562 | 7100 17000 | G G | |
| Applies Aug | 1.44 | | | To: From: 97% To: | 1.4 | 14 MN Azalea Near ECL Richmor 1% 0% Richmond-Henrico | Diane La d 1% Tnpk | 0% | С | | | | | | |
| 7596) Azalea Ave | 1.44 | 16000 | G | To: From: 97% To: | 0% | 44 MN Azalea Near ECL Richmor 1% 0% Richmond-Henrico Williamsburg l | Diane La d 1% Tnpk | | | 0.093 | F | 0.604 | 17000 | G | 2003 |
| 7596) Azalea Ave | 1.44 | | | To: From: 97% To: From: 97% | 1.4 | 44 MN Azalea Near ECL Richmor 1% 0% Richmond-Henrico Williamsburg I 3% 0% | Diane La d 1% Tnpk | 0% | C | | | | | | 2003 |
| 7596) Azalea Ave | 1.44 | 16000 | G | To: From: 97% To: From: 97% To: From: 97% To: | 0% | 44 MN Azalea Near ECL Richmor 1% 0% Richmond-Henrico Williamsburg I 3% 0% Holly Ave | Diane La d 1% Tnpk | | | 0.093 | F | 0.604 | 17000 | G | 2003 |
| 7596) Azalea Ave | 1.44 | 16000 7400 | G G | To: From: 97% To: From: 97% To: From: From: From: | 0% | 44 MN Azalea Near ECL Richmor 1% 0% Richmond-Henricc Williamsburg I 3% 0% Holly Ave Oakleys Ln | Diane La d 1% Tripk Rd 0% | 0% | F | 0.093 | F | 0.604 | 17000 7900 | G G | 2003 |
| 7596 Azalea Ave | 1.44 | 16000 | G | To: From: 97% To: From: 97% To: From: 97% To: | 0% | 44 MN Azalea Near ECL Richmor 1% 0% Richmond-Henrico Williamsburg I 3% 0% Holly Ave | Diane La d 1% Trnpk Rd 0% | | | 0.093 | F | 0.604 | 17000 | G | 2003 2003 2003 2003 |

| Route | Length | AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Tra | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|--|--|---|------------------|--|----------------------------|--|----------------------------|------------------|--|------------------|---|---|------------------|--|
| enrico County | | | | | | | | | | | | | | |
| | 0.40 | 4400 | _ | From: | 00/ | Nine Mile Rd | 00/ | _ | 0.444 | _ | 0.557 | 1100 | 0 | 2001 |
| Holly Ave | 0.49 | 1100 | G | 97% | 0% | 3% 0% 0% | 0% | F | 0.111 | F | 0.557 | 1100 | G | 2003 |
| | | | | From: | | W. Washington St Washington St | 1 | | | | | | | |
| W. Washington St | 0.76 | 290 | G | 97% | 0% | 3% 0% 0% | 0% | F | 0.103 | F | 0.508 | 310 | G | 200 |
| 607) TT Transmigton St | 0.70 | | • | To: | 070 | SR 156; 43-7591 | | • | 0.100 | • | 0.000 | 0.10 | Ü | |
| | | | | From: | | | <u>.</u> | | | | | | | |
| Dishmand Hanries Tank | . 0.22 | 4000 | • | | 00/ | NCL Richmond 2% 1% 1% | 00/ | F | 0.106 | F | 0.60 | 1000 | 0 | 200 |
| Richmond-Henrico Tnpk | (0.23 | 1800 | G | 96% | 0% | 2% 1% 1% | 0% | Г | 0.106 | Г | 0.68 | 1900 | G | 2003 |
| | | | | To: From: | | Laburnum Ave | | | | | | | | |
| ₇₆₀₉) Richmond-Henrico Tnpk | k 1.28 | 8100 | G | 96% | 0% | 2% 1% 1% | 0% | С | 0.098 | F | 0.624 | 8600 | G | 200 |
| | | | | To | | Azalea Ave | ŀ | | | | | | | |
| Richmond-Henrico Tnpk | k 117 | 8600 | G | 96% | 0% | 2% 1% 1% | 0% | F | 0.111 | F | 0.753 | 9100 | G | 200 |
| 009) - 11011110110 - 111011 | | | • | To: | 0,0 | Hanover County Line | | • | • | • | 000 | 0.00 | • | |
| | | | | From: | | | <u> </u> | | | | | | | |
| Dobbo House Dd | 1 50 | 2000 | • | | 00/ | Nine Mile Rd 1% 1% 1% | 00/ | _ | 0 111 | _ | 0.636 | 2400 | 0 | 200 |
| Dabbs House Rd | 1.58 | 3000 | G | 96% | 0% | | 0% | С | 0.111 | F | 0.636 | 3100 | G | 2003 |
| | | | | | | Creighton Rd | <u> </u> | | | | | | | |
| <u> </u> | | | · <u></u> | From: | | West Cedar Fork Rd | | | | | | · | - | |
| ₆₁₇ Cedar Fork Rd | 1.51 | 8100 | G | 98% | 0% | 1% 0% 1% | 0% | С | 0.105 | F | 0.518 | 8500 | G | 200 |
| | | | | To: | | Creighton Rd | | | | | | | | |
| | | | | From: | | ECL Richmond | 1 | | | | | | | |
| Creighton Rd | 1.51 | 2700 | G | 99% | 0% | 0% 0% 0% | 0% | С | 0.111 | F | 0.68 | 2800 | G | 200 |
| | | | | To: | | T 1 A | 1 | | | | | | | |
| Creighton Rd | 2.56 | 44000 | G | From: | 0% | Laburnum Ave 0% 0% 0% | 00/ | _ | 0.106 | F | 0.565 | 12000 | | 200 |
| Creighton Rd | 2.56 | 11000 | G | 99% To: | 0% | | 0% | F | 0.106 | Г | 0.565 | 12000 | G | 2003 |
| | | | | | | Hanover County Line | ļ | | | _ | | | | |
| | | | | From: | | Mechanicsville Tnpk | | | | | | | | |
| ₆₂₂) Harvie Rd | 1.02 | 6100 | G | 97 <u>%</u> | 0% | 2% 0% 0% | 0% | С | 0.099 | F | 0.676 | 6500 | G | 200 |
| | | | | To: | | Laburnum Ave | | | | | | | | |
| | | | | From: | | Hanover Rd | | | | | | | | |
| Meadow Rd | 2.19 | 510 | G | 97% | 0% | 2% 0% 1% | 0% | С | 0.097 | F | 0.558 | 540 | G | 200 |
| 339 | | | | To: | | Grapevine Rd | | | | | | | | |
| | | | | From: | | ECL Richmond | | | | | | | | |
| (1) Libbie Ave | | | | | | | | | | | | | | |
| C ₆₄₁ Libbie Ave | 0.16 | 17000 | G | 98% | በ% | | O% | F | በ በጸ1 | F | | 18000 | G | 200 |
| | 0.16 | 17000 | G | 98% | 0% | 1% 0% 0% | 0% | F | 0.081 | F | | 18000 | G | 2003 |
| \sim | 0.16 | | | To: From: | | 1% 0% 0% Monument Ave | | | | | | | | |
| Libbie Ave | 0.16 | 17000 17000 | G G | To: | 0% | 1% 0% 0% | 0% | F C | 0.081 | F F | 0.527 | 18000 18000 | G G | |
| Libbie Ave | | | | From: 98% | | 1% 0% 0% Monument Ave 1% 0% 0% | | | | | 0.527 | | | |
| 1 Salain Assa | 0.56 | 17000 | G | 98% | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St | 0% | С | 0.086 | F | | 18000 | G | 200 |
| Libbie Ave | | | | From: 98% | | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% | | | | | 0.527 | | | 200 |
| 1 Salain Assa | 0.56 | 17000 | G | 98% To: | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd | 0% | С | 0.086 | F | | 18000 | G | 200 |
| Libbie Ave | 0.56 | 17000 11000 | G G | 98% To From: 98% To From: 98% To: | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond | 0% | C F | 0.086 | F | 0.511 | 18000 11000 | G G | 200 |
| 1 Salain Assa | 0.56 | 17000 | G | 98% To: | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd | 0% | С | 0.086 | F | | 18000 | G | 200 |
| Libbie Ave | 0.56 | 17000 11000 | G G | 70 Prom 98% To From 98% To 98% To 98% | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond | 0% | C F | 0.086 | F | 0.511 | 18000 11000 | G G | 2003 |
| Libbie Ave 645 Three Chopt Road | 0.56 | 17000 11000 | G G | 98% To From: 98% To From: 98% To: | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% | 0% | C F | 0.086 | F | 0.511 | 18000 11000 | G G | 200 |
| Libbie Ave Three Chopt Road | 0.56 0.48 0.17 | 17000 11000 17000 | G G | 98% To From 98% To 98% From 98% From 98% | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% | 0% 0% 0% 0% | C F | 0.086 0.084 0.087 | F F | 0.511 | 18000 11000 18000 | G G G | 200 |
| Control Chapt Road Three Chopt Road Three Chopt Road | 0.56 0.48 0.17 0.37 | 17000 11000 17000 17000 | G G G | 98% To | 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd | 0% 0% 0% 0% | C F F | 0.086 0.084 0.087 0.097 | F F F | 0.511 0.510 0.587 | 18000 11000 18000 18000 | G G G | 2003 |
| Libbie Ave 645 Three Chopt Road | 0.56 0.48 0.17 | 17000 11000 17000 | G G | 98% To From 98% To 98% From 98% From 98% | 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% | 0% 0% 0% 0% | C F | 0.086 0.084 0.087 | F F | 0.511 | 18000 11000 18000 | G G G | 2003 |
| Construction of the Chapt Road | 0.56 0.48 0.17 0.37 | 17000 11000 17000 17000 14000 | G G G | 98% To | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave | 0% 0% 0% 0% 0% | C F F | 0.086 0.084 0.087 0.097 | F F F | 0.511 0.510 0.587 0.603 | 18000 11000 18000 18000 | G G G G | 2003 2003 2003 2003 2003 |
| Control Chapt Road Three Chopt Road Three Chopt Road | 0.56 0.48 0.17 0.37 | 17000 11000 17000 17000 | G G G | 70 Prom 98% 10 Prom 98% | 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% | 0% 0% 0% 0% | C F F | 0.086 0.084 0.087 0.097 | F F F | 0.511 0.510 0.587 | 18000 11000 18000 18000 | G G G | 2003 2003 2003 2003 2003 |
| Control Chapter Chapte | 0.56 0.48 0.17 0.37 | 17000 11000 17000 17000 14000 | G G G | 98% | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% | 0% 0% 0% 0% 0% | C F F C | 0.086 0.084 0.087 0.097 | F F F | 0.511 0.510 0.587 0.603 | 18000 11000 18000 18000 | G G G G | 2003 2003 2003 2003 2003 |
| Control Chapt Road | 0.56 0.48 0.17 0.37 0.49 0.79 | 17000 11000 17000 17000 14000 23000 | G G G G | From 98% From From 98% From From | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd | 0% 0% 0% 0% 0% | C F C F | 0.086 0.084 0.087 0.097 0.097 | F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 | G G G G G | 200: 200: 200: 200: 200: |
| Control Chapter Chapte | 0.56 0.48 0.17 0.37 | 17000 11000 17000 17000 14000 | G G G | 98% | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% | 0% 0% 0% 0% 0% | C F F C | 0.086 0.084 0.087 0.097 | F F F | 0.511 0.510 0.587 0.603 | 18000 11000 18000 18000 | G G G G | 200: 200: 200: 200: 200: |
| Control Chapt Road | 0.56 0.48 0.17 0.37 0.49 0.79 | 17000 11000 17000 17000 14000 23000 | G G G G | From 98% From From 98% From From | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd 1% 0% 0% Parham Rd | 0% 0% 0% 0% 0% | C F C F | 0.086 0.084 0.087 0.097 0.097 | F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 | G G G G G | 200: 200: 200: 200: 200: |
| Control Chapt Road | 0.56 0.48 0.17 0.37 0.49 0.79 | 17000 11000 17000 17000 14000 23000 | G G G G | 98% From 98% From 98% From 98% From 98% From 98% From 98% | 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd 1% 0% 0% | 0% 0% 0% 0% 0% | C F C F | 0.086 0.084 0.087 0.097 0.097 | F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 | G G G G G | 2000 2000 2000 2000 2000 2000 |
| Three Chopt Road | 0.56 0.48 0.17 0.37 0.49 0.79 0.62 | 17000 11000 17000 17000 14000 23000 12000 | G G G G G | 98% From 98% | 0% 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd 1% 0% 0% Parham Rd | 0% 0% 0% 0% 0% | C F C | 0.086 0.084 0.087 0.097 0.097 0.094 | F F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 13000 | G G G G G G | 200 200 200 200 200 200 |
| Three Chopt Road | 0.56 0.48 0.17 0.37 0.49 0.79 0.62 | 17000 11000 17000 17000 14000 23000 12000 | G G G G G | 98% From: 98% | 0% 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd 1% 0% 0% Parham Rd 1% 0% 0% Pemberton Ave | 0% 0% 0% 0% 0% | C F C | 0.086 0.084 0.087 0.097 0.097 0.094 | F F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 13000 | G G G G G G | 200: 200: 200: 200: 200: 200: 200: |
| Three Chopt Road | 0.56 0.48 0.17 0.37 0.49 0.79 0.62 | 17000 11000 17000 17000 14000 23000 12000 | G G G G G | 98% From 98% | 0% 0% 0% 0% 0% | 1% 0% 0% Monument Ave 1% 0% 0% Broad St 1% 0% 0% Bethlehem Rd WCL Richmond 1% 0% 0% Horsepen Rd 1% 0% 0% Skipwith Rd 1% 0% 0% Forest Ave 1% 0% 0% Eastridge Rd 1% 0% 0% Parham Rd 1% 0% 0% | 0% 0% 0% 0% 0% | C F C | 0.086 0.084 0.087 0.097 0.097 0.094 | F F F F | 0.511 0.510 0.587 0.603 0.638 | 18000 11000 18000 18000 15000 24000 13000 | G G G G G G | 2003 2003 2003 2003 2003 2003 2003 2003 |

| Route Length AADT QA 4Thro Bus AADT QA 4Thro Bus AADT CAVID | | | | | | He | enrico Mainten | ance Area | | | | | | | | |
|---|-------------------------|--------|-------|----|------------|------|-------------------|-----------|----------|----|-------|----|--------|-------|----|------|
| Sethlehem Rd | Route | Length | AADT | QA | 4Tire | Bus | | | 2Trail | QC | | QK | | AAWDT | QW | Year |
| Set | Henrico County | | | | F | | | | - | | | | | | | |
| Supplementer Rd | Rethlehem Rd | 0.39 | 7700 | G | | 1% | | | 0% | С | 0 109 | F | 0 558 | 8200 | G | 2003 |
| Sethlehem Rd | (7647) Bot nonom red | 0.00 | | Ū | To: | 170 | | | | Ü | 0.100 | • | 0.000 | 0200 | Ū | 2000 |
| Decision No. Deci | Bethlehem Rd | 0.84 | 6400 | G | | 0% | | | 0% | F | 0.119 | F | 0.572 | 6800 | G | 2003 |
| See Bethlehem Rd | (1041) | | | | To: | | | | | | | | | | | |
| Colorable Device Colorable D | Bethlehem Rd | 0.92 | 6500 | G | | 0% | | | 0% | С | 0.116 | F | 0.641 | 6800 | G | 2003 |
| Sethlehem Rd | | | | | To | | Glenside Dr | rive | | | | | | | | |
| Table Face | (7647) Bethlehem Rd | 0.33 | 4000 | G | | 0% | | | 0% | F | 0.109 | F | 0.625 | 4200 | G | 2003 |
| Bethlehem Rd | | | | | To- | | Basie Ro | | 1 | | | | | | | |
| Ridge Rd | (7647) Bethlehem Rd | 0.18 | 3700 | G | | 0% | | | 0% | F | 0.095 | F | 0.57 | 3900 | G | 2003 |
| Ridge Rd | | | | | To: | | Broad St | | | | | | | | | |
| Forest Ave 0.98 \$800 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | | | | | From: | | River Ro | | | | | | | | | |
| Ridge Rd 0.98 \$800 G 98 % 0% 1% 0% 0% 0% 0% F 0.092 F 0.519 6100 G 2003 | 7649) Ridge Rd | 0.69 | 8400 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.097 | F | 0.626 | 8900 | G | 2003 |
| Forest Ave | $\overline{}$ | | | | To: | | Forest Av | e | j | | | | | | | |
| Rest Sleepy Hollow Dr 1.07 2100 G 93% 0% 1% 0% 0% 0% 0% 0% 0 | 7649) Ridge Rd | 0.98 | 5800 | G | | 0% | | | 0% | F | 0.092 | F | 0.519 | 6100 | G | 2003 |
| Seepy Hollow Dr | | | | | To: | | Parham R | d | | | | | | | | |
| | O | | | _ | | | | | | _ | | _ | | .= | _ | |
| | (7651) Sleepy Hollow Dr | 1.07 | 2100 | G | | 0% | | | 0% | С | 0.101 | F | 0.537 | 2200 | G | 2003 |
| Carolina Ave | | | | | | | | | | | | | | | | |
| Richmond-Henrico Tepk Rich | Carolina Ava | 1.67 | 0400 | _ | | 10/ | | | 00/ | 0 | 0.000 | _ | 0.504 | 0700 | 0 | 2002 |
| Forest Ave 0.86 11000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | 7655) Carolina Ave | 1.07 | 9100 | G | _ | 170 | | | 0% | C | 0.069 | Г | 0.504 | 9700 | G | 2003 |
| Forest Ave 0.86 11000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | | | | | From: | | | | 1 | | | | | | | |
| Patterson Ave | Forest Ave | 0.86 | 11000 | G | | 0% | | | 0% | C | 0 101 | F | 0 590 | 12000 | G | 2003 |
| Forest Ave | 7657) 1 GICST AVC | 0.00 | 11000 | J | 5070 | 070 | | | <u> </u> | O | 0.101 | ' | 0.550 | 12000 | J | 2000 |
| Three Chopt Rd | Forcet Ave | 0.42 | 11000 | G | | Ω0/ | | | 00/ | | 0.100 | | 0.700 | 11000 | | 2002 |
| Forest Ave | 7657 Forest Ave | 0.42 | 11000 | G | 90% | 070 | | | 070 | Г | 0.100 | Г | 0.709 | 11000 | G | 2003 |
| Time | Connect Aven | 4.40 | 40000 | | | 00/ | | | 00/ | | 0.4 | | 0.504 | 10000 | | 2002 |
| Test Dumbarton Rd Test Dumbarton Rd Test Test Dumbarton Rd Test Tes | 7657 Forest Ave | 1.43 | 18000 | G | | 0% | | | 0% | Г | 0.1 | г | 0.581 | 19000 | G | 2003 |
| Test SR 356; Hilliard Rd SR 356; Hilli | | | | | | | | | l. | | | | | | | |
| SR 356; Hilliard Rd | Hermitage Rd | n 94 | 3600 | G | | 0% | | | 0% | F | 0 122 | F | 0 578 | 3800 | G | 2003 |
| Ref Remitage Rd 0.25 11000 G 977% 0% 2% 0% 0% 0% 0% 0% 0 | 7663) Herrinage Na | 0.54 | 3000 | Ü | 7. 70 | 070 | | | 070 | ' | 0.122 | ' | 0.570 | 3000 | J | 2000 |
| To | Hormitago Pd | 0.25 | 11000 | G | | Ω0/ | | | 00/ | C | 0.112 | | 0.552 | 12000 | C | 2002 |
| Temp | 7663) Herrillage Ru | 0.23 | 11000 | G | | 0 70 | | | 0 70 | C | 0.112 | | 0.555 | 12000 | G | 2003 |
| Moodman Rd 0.23 19000 G 97% 0% 2% 0% 0% 0% 0% F 0.112 F 0.703 20000 G 2003 | _ | | | | From: | | | | | | | | | | | - |
| Telegraph Tele | (7663) Woodman Rd | 1.65 | 9700 | G | 97% | 0% | 2% 0% | 0% | 0% | С | 0.119 | F | 0.580 | 10000 | G | 2003 |
| Moodman Rd 0.23 19000 G 97% 0% 2% 0% 0% 0% F 0.112 F 0.703 20000 G 2003 | | | | | To: | | 43-7518 Parha | m Rd | | | | | | | | |
| Moodman Rd 0.27 16000 G 96% 1% 2% 1% 1% 0% F 0.101 F 0.659 17000 G 2003 | (7663) Woodman Rd | 0.23 | 19000 | G | 97% | 0% | 2% 0% | 0% | 0% | F | 0.112 | F | 0.703 | 20000 | G | 2003 |
| Moodman Rd 0.27 16000 G 96% 1% 2% 1% 1% 0% F 0.101 F 0.659 17000 G 2003 | | | | | To: | | 43-7526 Hung | nry Rd | | | | | | | | |
| Table | (7663) Woodman Rd | 0.27 | 16000 | G | | 1% | | | 0% | F | 0.101 | F | 0.659 | 17000 | G | 2003 |
| Total Tota | | | | | To | | Aeronca Ave: Ra | msey Ct | | | | | | | | |
| Total Tota | (7663) Woodman Rd | 1.36 | 13000 | G | 96% | 1% | | | 0% | С | 0.108 | F | 0.655 | 14000 | G | 2003 |
| Woodman Rd 0.11 17000 G 96% 1% 2% 1% 1% 0% F 0.120 F 0.581 18000 G 2003 | $\bigcup_{i=1}^{n}$ | | | | To: | | | | | | | | | | | |
| To I-295 To I-295 | (7663) Woodman Rd | 0.11 | 17000 | G | | 1% | | | 0% | F | 0.120 | F | 0.581 | 18000 | G | 2003 |
| Woodman Rd 0.46 6200 G 96% 1% 2% 1% 1% 0% F 0.115 F 0.604 6600 G 2003 | | | | | To: | | | | | | | | | | | |
| To | 7663 Woodman Rd | 0.46 | 6200 | G | | 1% | | 1% | 0% | F | 0.115 | F | 0.604 | 6600 | G | 2003 |
| 7665 Pump Rd 0.74 12000 G 99% 0% 1% 0% 0% 0% C 0.097 F 0.535 13000 G 2003 Time | 7000 | 5.10 | | • | | | | | | • | 5.110 | • | 0.50 | 2300 | - | _500 |
| Pump Rd 0.74 12000 G 99% 0% 1% 0% 0% 0% C 0.097 F 0.535 13000 G 2003 To | | | | | From: | | | | 1 | | | | | | | |
| To Gayton Rd To | 7665) Pump Rd | 0.74 | 12000 | G | | 0% | | | 0% | С | 0.097 | F | 0.535 | 13000 | G | 2003 |
| 7665 Pump Rd 1.04 15000 G 99% 0% 1% 0% 0% 0% F 0.102 F 0.571 15000 G 2003 Ridgefield Pkwy Form Ridgefield Pkwy Ridg | , i | | | | To: | | | | | | | | | | | |
| 7665) Pump Rd 0.87 15000 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.529 16000 G 2003 | Pump Rd | 1 04 | 15000 | G | | በ% | | | N% | F | 0 102 | F | 0 571 | 15000 | G | 2003 |
| (7665) Pump Rd 0.87 15000 G 99% 0% 1% 0% 0% 0% F 0.097 F 0.529 16000 G 2003 | (1005) | 1.04 | 10000 | 3 | F | 0 /0 | | | U /0 | ' | 0.102 | • | 0.57 1 | 15000 | J | 2003 |
| \ / | Quen Dd | 0.07 | 15000 | - | | 00/ | | | 00/ | | 0.007 | | 0.520 | 16000 | | 2002 |
| | (7665) Pullip Ka | ٧.۵/ | 15000 | G | 99% To: | υ% | 1% 0% Church R | | υ% | F | 0.097 | F | 0.529 | υυυσι | G | 2003 |

| Pump Rd | | | | | | не | nrico Mainten | ance Area | | | | | | | | |
|--|--------------------------------|--------|--------|----|------------|------|----------------|-----------|---------------|----|--------|----|-------|-------|----|------|
| Pump Rd | Route | Length | AADT | QA | 4Tire | Bus | | | 2Trail | QC | | QK | | AAWDT | QW | Year |
| Pump Rd | Henrico County | | | | | | | | | | | | | | | |
| Road St | Duma Dal | 4.00 | 44000 | _ | <u> </u> | 00/ | | | 00/ | 0 | 0.000 | _ | 0.005 | 45000 | 0 | 2002 |
| Skipwith Rd | (7665) Pump Rd | 1.30 | 14000 | G | 98% To: | 0% | | | 0% | C | 0.098 | г | 0.635 | 15000 | G | 2003 |
| Skipwith Rd | | | | | | | | | J | | | | | | | |
| Forced No. For | O 011 111 51 | | | _ | | 201 | | | 201 | _ | | _ | | | | |
| Skipwith Rd | (₇₆₆₇₎ Skipwith Rd | 0.53 | 5700 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.106 | F | 0.591 | 6000 | G | 2003 |
| Skipwith Rd | | | | | To | | Forest Av | e | 1 | | | | | | | |
| | 7667 Skipwith Rd | 0.92 | 14000 | G | | 0% | | | 0% | F | 0.104 | F | 0.583 | 15000 | G | 2003 |
| Skipwith Rd | 1 | | | | | | | | | | | | | | | |
| | Oldsville Dd | 0.77 | 0500 | _ | | 00/ | | | 00/ | _ | 0.000 | | 0.500 | 0000 | | 0000 |
| Nuckols Rd 1.80 G 98% 0% 1% 0% 0% 0% F 0.103 F 0.52 12000 G 200 | Skipwith Rd | 0.77 | 6500 | G | | 0% | | | 0% | C | 0.096 | г | 0.539 | 6900 | G | 2003 |
| Hungary Springs Rd 0.64 11000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | | | | | | | Parham R | d | J | | | | | | | |
| Purcell Rd | | | | | <u> </u> | | | | | | | | | | | |
| Hungary Springs Rd | (7679) Hungary Springs Rd | 0.64 | 11000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.103 | F | 0.52 | 12000 | G | 2003 |
| Hungary Springs Rd 0.66 12000 G 39% 0% 1% 0% 0% 0% 0% 0 0 0% 0 0 0 0 | \bigcirc | | | | To: | | Broad St | | | | | | | | | |
| Purper Hungary Springs Rd 0.84 12000 G 97% 0% 2% 0% 0% 0% 0% 0% 0 | Hungary Springs Rd | 0.66 | 12000 | G | | 0% | | 0% | 0% | С | 0 103 | F | 0.513 | 13000 | G | 2003 |
| Hungary Springs Rd | 7679)agay əpgəa. | 0.00 | | | | 0,0 | | | | Ū | 000 | · | 0.0.0 | | • | _000 |
| Supples Mail Rd National R | | | | | | | | | | | | | | | | |
| See Greenwood Rd | Hungary Springs Rd | 0.84 | 12000 | G | _ | 0% | | | 0% | С | 0.113 | F | 0.706 | 13000 | G | 2003 |
| See Greenwood Rd | $\overline{}$ | | | | To: | | Staples Mill | Rd | | | | | | | | |
| Woodman Rd | _ | | | | From: | | Mountain 1 | | | | | | | | | |
| Woodman Rd | 7685) Greenwood Rd | 1.67 | 2800 | G | 97% | 0% | 2% 1% | 0% | 0% | F | 0.122 | F | 0.613 | 2900 | G | 2003 |
| Street S | | | | | To: | | Woodman | 24 | j | | | | | | | |
| See | Groonwood Dd | 1.00 | 2000 | | | 00/ | | | 00/ | _ | 0.116 | Г | 0 600 | 4200 | | 2002 |
| Troop Purcell Rd 1.77 1500 G 97% 0% 2% 1% 0% 0% 0% F 0.116 F 0.656 1600 G 200 | 7685) GIEENWOOD RO | 1.00 | 2900 | G | 91% | U% | ∠-⁄0 1% | U% | U% | C | 0.110 | Г | 0.000 | 4200 | G | ∠003 |
| 1.77 1500 G 97% 0% 2% 1% 0% 0% F 0.116 F 0.856 1600 G 200 | _ | | | | From: | | Branch R | i | | | | | | | | |
| Hanover County Line Hungary Rd Hungary | 7685) Greenwood Rd | 1.77 | 1500 | G | | 0% | 2% 1% | 0% | 0% | F | 0.116 | F | 0.656 | 1600 | G | 2003 |
| Purcell Rd 1.53 3700 G 97% 0% 2% 0% 0% 0% 0% 0 | | | | | To: | | Hanover Count | y Line | | | | | | | | |
| Purcell Rd | | | | | From: | | Hungary R | d | 1 | | | | | | | |
| Note Nuckols Rd 1.26 1.20 1 | Purcell Rd | 1 53 | 3700 | G | 97% | 0% | | | 0% | C | 0 115 | F | 0.611 | 3900 | G | 2003 |
| SR 33 Nine Mile Rd | 7687) 1 010011110 | 1.00 | 0.00 | | | 0 70 | | | 070 | Ŭ | 0.110 | • | 0.011 | 0000 | Ū | 2000 |
| Company Comp | | | | | - | | | | | | | | | | | |
| Total Patterson Ave Patt | O 0 1 1 | 0.40 | 4000 | _ | From: | | SR 33 Nine M | ile Rd | | | 0.00 | _ | 0.545 | 4.400 | _ | 0000 |
| 1.26 | 7689 Gordon Ln | 0.49 | 4200 | G | | | | | 1 | | 0.09 | F | 0.517 | 4400 | G | 2003 |
| Troop Nuckols Rd 1.26 7800 G 97% 1% 2% 0% 1% 0% F 0.114 F 0.562 8200 G 2000 | | | | | 10. | | 43-7618 Creigh | ton Rd | | | | | | | | |
| Total John Roliph Pkwy Trime Ridgefield Pkwy Trime Gayton Rd John Roliph Pkwy Trime Gayton Rd John Roliph Pkwy Trime Gayton Rd John Roliph Pkwy John Roliph | | | | | From: | | Patterson A | ve | | | | | | | | |
| 1.23 5900 G 97% 1% 2% 0% 1% 0% C 0.109 F 0.505 6200 G 2000 | 7703) Lauderdale Rd | 1.26 | 7800 | G | 97% | 1% | 2% 0% | 1% | 0% | F | 0.114 | F | 0.562 | 8200 | G | 2003 |
| Cook | | | | | | | John Rolph F | kwy | | | | | | | | |
| Ridgefield Pkwy Trong Ridgefield Ridgefield Pkwy Trong Ridgefield R | | | | | From: | | John Rolfe P | kwy | | | | | | | | |
| Cook County Cook County Count | (7703) Lauderdale Rd | 1.23 | 5900 | G | 97% | 1% | 2% 0% | 1% | 0% | С | 0.109 | F | 0.505 | 6200 | G | 2003 |
| Control Cont | | | | | To: | | Ridgefield P | kwv | 1 | | | | | | | |
| Transistown Rd 1.85 13000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | 7703 Lauderdale Rd | 0.63 | 6300 | G | | 1% | | | ი% | F | 0 108 | F | 0.568 | 6700 | G | 2003 |
| Troop Falconbridge Dr 1.80 17000 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | 7703 Ladderdale Na | 0.00 | 0000 | • | 0.70 | 1 /0 | | | 0 /0 | • | 0.100 | • | 0.000 | 0700 | 5 | 2000 |
| From Pump Rd | $\overline{}$ | | | | | | | | | | | | | | | |
| From Pump Rd | (7703) Lauderdale Rd | 1.80 | 17000 | G | | 0% | | | 0% | С | 0.105 | F | 0.659 | 18000 | G | 2003 |
| From: Hungary Rd 1.58 5300 G 98% 0% 1% 0% 0% 0% 0% 0% 0 | | | | | To: | | Broad St | - | | | | | | | | |
| From: Hungary Rd 1.58 5300 G 98% 0% 1% 0% 0% 0% 0% C 0.109 F 0.574 2400 G 2000 C 0.119 F 0.514 5600 G 2000 C 0.119 F 0.514 5600 G 2000 C 0.119 F 0.805 13000 G 2000 C 0.119 F 0.805 13000 G 2000 C 0.113 F 0.783 15000 G 2000 C 0.113 F 0.783 15000 G 2000 C 0.118 F 0.808 31000 G 2000 C 0.118 F 0.808 31000 G 2000 C 0.118 F 0.808 31000 G 2000 C 0.118 C 0.118 F 0.808 31000 G 2000 C 0.118 C | | | | | From: | | Pump Ro | | | | | | | | | |
| Ridgefield Pkwy From: Hungary Rd | 7704) Falconbridge Dr | 1.31 | 2200 | G | 98% | 0% | | | 0% | С | 0.109 | F | 0.574 | 2400 | G | 2003 |
| From: Hungary Rd 1.58 5300 G 97% 0% 2% 0% 0% 0% 0% 0% 0 | | | | | | | | | | | | | | | | |
| Tropic T | | | | | From: | | | | , | | | | | | | |
| To: Springfield Rd SR 271 | Cronsisteurs D. | 4.50 | E202 | _ | <u> </u> | 00/ | | | 00/ | ^ | 0.440 | _ | 0.544 | F000 | ^ | 2022 |
| SR 271 O.119 F O.805 13000 G 2003 | 7705) Francistown Rd | 1.58 | 5300 | G | _ | υ% | | | υ% | Ċ | U.119 | ۲ | 0.514 | 5600 | G | 2003 |
| 7706) Nuckols Rd 1.65 13000 G 1.65 13000 G 1.05 13000 G 1.0706) Nuckols Rd 1.44 14000 G 95% 0% 2% 2% 1% 0% C 1.295 1.295 7706) Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% F 0.118 F 0.808 31000 G 2003 7706) Nuckols Rd 0.62 19000 G 98% 0% 1% 0% 0% 0% C 0.119 F 0.805 13000 G 2003 7706 7706) Nuckols Rd 0.7706 0.118 F 0.808 31000 G 2003 | | | | | 10: | | Springfield | Kd | | | | | | | | |
| Nuckols Rd 1.44 14000 G 95% 0% 2% 2% 1% 0% C 0.113 F 0.783 15000 G 2000 | _ | | | | From: | | SR 271 | | | | | | | | | |
| Nuckols Rd 1.44 14000 G 95% 0% 2% 2% 1% 0% C 0.113 F 0.706 Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% 0% 0% F 0.118 F 0.808 31000 G 2003 Cox Rd Cox | (7706) Nuckols Rd | 1.65 | 13000 | G | | | | | | | 0.119 | F | 0.805 | 13000 | G | 2003 |
| Nuckols Rd 1.44 14000 G 95% 0% 2% 2% 1% 0% C 0.113 F 0.783 15000 G 2000 1-295 7706) Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% 0% F 0.118 F 0.808 31000 G 2000 7706) Nuckols Rd 0.62 19000 G 98% 0% 1% 0% 0% 0% 0% C 0.110 F 0.756 0.808 31000 G 2000 7706) Nuckols Rd 0.62 19000 G 98% 0% 1% 0% 0% 0% 0% 0% C 0.106 F 0.756 20000 G 20000 | | | | | To | | Shady Grove | Rd | | | | | | | | |
| 7706) Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% F 0.118 F 0.808 31000 G 2003 C 0.62 19000 G 98% 0% 1% 0% 0% 0% C 0.106 F 0.756 20000 G 2003 | Nuckole Pd | 1 // | 1/1000 | G | | ∩º/₋ | | | ∩º/- | _ | 0 113 | F | U 283 | 15000 | C | 2002 |
| 7706) Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% F 0.118 F 0.808 31000 G 2000 | 7706) INUCKOIS KU | 1.44 | 14000 | G | 90% | U% | | 170 | U% | C | 0.113 | г | 0.703 | 15000 | G | 2003 |
| 7706) Nuckols Rd 0.82 29000 G 98% 0% 1% 0% 0% 0% F 0.118 F 0.808 31000 G 2000 C 7706) Nuckols Rd 0.62 19000 G 98% 0% 1% 0% 0% 0% 0 C 0.106 F 0.756 20000 G 2000 C 0.006 F 0.006 F 0.756 20000 G 2000 C 0.006 F 0. | _ | | | | From: | | I-295 | | | | | | | | | |
| 7706) Nuckols Rd 0.62 19000 G 98% 0% 1% 0% 0% 0% C 0.106 F 0.756 20000 G 2000 | 7706) Nuckols Rd | 0.82 | 29000 | G | | 0% | 1% 0% | 0% | 0% | F | 0.118 | F | 0.808 | 31000 | G | 2003 |
| 7706) Nuckols Rd 0.62 19000 G 98 0% 1% 0% 0% 0% C 0.106 F 0.756 20000 G 2000 | | | | | To: | | C P1 | | | | | | | | | |
| | Nuckola Dd | 0.60 | 10000 | _ | | 00/ | | 00/ | 00/ | ^ | 0.406 | г | 0.756 | 20000 | C | 2002 |
| Springfield Rd | 7706) INUCKOIS RU | 0.02 | 19000 | G | | U% | | | U% | C | U. 1U0 | Г | 0.730 | 20000 | G | ∠003 |
| | | | | | 10: | | Springfield | Kd | | | | | | | | |

| | | | | | 110 | eniico iviai | пенанс | e Alea | | | | | | | | |
|------------------------|--------|-------|----|----------|------|--------------|-----------------|--------|------|-------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | | (.)(: | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| Ienrico County | | | | From: | | | | | - | | | | | | | |
| 7706) Nuckols Rd | 0.40 | 640 | G | FIOIII. | | Chelsea | a Brook L | n | | | 0.143 | F | 0.778 | 680 | G | 2003 |
| Nuckols Rd | 0.40 | 040 | G | To: | | 43-7705 Fı | rancistowi | n Rd | 1 | | 0.143 | ' | 0.770 | 000 | U | 2000 |
| | | | | From: | | | d St Rd | | | | | | | | | |
| (7707) West End Dr | 0.50 | 12000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.107 | F | 0.645 | 13000 | G | 2003 |
| 7707) 17001 2110 21 | 0.00 | .2000 | | | 070 | | | 070 | | • | 0.101 | • | 0.010 | 10000 | Ü | |
| West End Dr | 0.52 | 0200 | | From: | | Gree | nford Dr | | | | 0.11 | г | 0.500 | 0700 | G | 2001 |
| West End Dr | 0.53 | 9200 | G | To: | | 13 7526 | Hungary 1 | Dd | 1 | | 0.11 | F | 0.598 | 9700 | G | 2003 |
| | | | | From: | | | | | | | | | | | | |
| 7708) Mayland Dr | 0.49 | 9000 | G | 99% | 0% | 1% | ernuck Dr 0% | 0% | 0% | С | 0.09 | F | 0.597 | 9600 | G | 2003 |
| Mayland Dr | 0.49 | 3000 | G | To: | 0 70 | | nam Rd | 0 70 | 070 | C | 0.03 | ' | 0.551 | 3000 | G | 200 |
| | | | | From: | | | | | | | | | | | | |
| 7709) Tuckernuck Dr | 0.53 | 7900 | G | 99% | 0% | 1% | oad St 0% | 0% | 0% | С | 0.092 | F | 0.626 | 8400 | G | 2003 |
| Tuckernuck Dr | 0.55 | 7500 | Ü | To | 0 70 | | land Dr | 0 70 | 070 | O | 0.002 | ' | 0.020 | 0400 | O | 2000 |
| | | | | From: | | | | ı | 1 | | | | | | | |
| (7710) Courtney Rd | 0.78 | 860 | G | 96% | 1% | 3% | s Mill Rd 0% | 0% | 0% | С | 0.111 | F | 0.677 | 910 | G | 2003 |
| 7710) Courtney Rd | 0.70 | 500 | 3 | To: | 1 /0 | | ntain Rd | J /0 | 3 /0 | J | J. 111 | • | 0.077 | 0.10 | J | 2000 |
| | | | | From: | | | ehem Rd | | 1 | | | | | | | |
| 7712) Basie Rd | 0.44 | 3600 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.648 | 3900 | G | 2003 |
| 7712) Baolo 11a | 0.11 | 0000 | | To: | 070 | | ner Blvd | 070 | | Ū | 0.100 | • | 0.010 | 0000 | Ü | |
| | | | | From: | | | sie Rd | | | | | | | | | |
| 7712) Bremner Blvd | 0.62 | 4200 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | 0.1 | F | 0.581 | 4400 | G | 2003 |
| | | | | To: | | Staple | s Mill Rd | | | | | | | | | |
| | | | | From: | | NCL I | Richmond | | | | | | | | | |
| 7714) Pilots Lane | 0.26 | 1700 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.092 | F | 0.615 | 1800 | G | 2003 |
| | | | | To: | | Labur | num Ave | | | | | | | | | |
| 7714) Pilots Ln | 0.22 | 1600 | G | 96% | 1% | 2% | 0% | 0% | 0% | F | 0.124 | F | 0.587 | 1700 | G | 2003 |
| | | | | To: | | | nco Ave | | | | | | | | | |
| <u> </u> | | | | From: | | | ots Ln | | | | | | | | | |
| (7714) Oronco Ave | 0.30 | 1700 | G | 96% | 1% | 2% | 0% | 0% | 0% | С | 0.100 | F | 0.586 | 1800 | G | 2003 |
| | | | | To: | | Richmond- | Henrico T | Гпрk | | | | | | | | |
| \sim | | | | From: | | | lly Ave | | | | | | | | | |
| 7715) Pleasant St | 1.35 | 2300 | G | 97% | 0% | 1% | 0% | 1% | 0% | С | 0.093 | F | 0.688 | 2400 | G | 2003 |
| | | | | To: | | Nine | Mill Rd | | | | | | | | | |
| <u> </u> | | | | From: | | 43-7555 L | aburnum. | Ave | | | | | | | | |
| 7716) Autobon Dr | 1.40 | 3200 | G | _ | | | | | | | 0.094 | F | 0.622 | 3400 | G | 2003 |
| | | | | To: | | SI | R 156 | | | | | | | | | |
| \sim | | | | From: | | | num Ave | | | | | | | | | |
| 7717) Eubank Rd | 0.48 | 4200 | G | 89% | 1% | 3% | 2% | 5% | 0% | С | 0.092 | F | 0.578 | 4400 | G | 2003 |
| | | | | To: | | Lev | wis Rd | | | | | | | | | |
| \sim | | | | From: | | | me Tnpk | | | | | | | | | |
| 7718) Oakland Rd | 1.56 | 2700 | G | 89% | 0% | 1% | 8% | 1% | 0% | С | 0.090 | F | 0.531 | 2900 | G | 2003 |
| | | | | To: | | Darby | town Rd | | | | | | | | | |
| <u> </u> | | | | From: | | | Richmond | | | | | | | | | |
| (7722) Willow Lawn Dr | 0.62 | 8700 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.091 | F | 0.522 | 9200 | G | 2003 |
| | | | | To: | | | oad St | | | | | | | | | |
| | | | _ | From: | | | nsburg Ro | | | | | _ | | | _ | _ |
| (7723) Charles City Rd | 1.92 | 4100 | G | 87% | 1% | 3% | 7% | 2% | 0% | С | 0.096 | F | 0.530 | 4400 | G | 2003 |
| | | | | From: | | Labur | num Ave | | | | | | | | | |
| 7723) Charles City Rd | 2.58 | 2900 | G | 87% | 1% | 3% | 7% | 2% | 0% | F | 0.101 | F | 0.667 | 3100 | G | 2003 |
| | | | | To: | | Rrit | ton Rd | | | | | | | | | |
| 7723) Charles City Rd | 5.43 | 1100 | G | 87% | 1% | 3% | 7% | 2% | 0% | F | 0.104 | F | 0.754 | 1100 | G | 2003 |
| 7723 | 0.10 | | - | To: | . 70 | | town Rd | | 7,0 | • | 5.707 | • | | . 100 | • | _000 |
| | | | | From: | | | dman Rd | | | | | | | | | |
| Aeronca Ave | | 960 | G | <u> </u> | | W 000 | anidii Kü | | | | 0.118 | F | 0.736 | 960 | G | 2003 |
| A COLOTICA AVE | | 300 | 5 | To: | | The | cker Ln | | | | 0.110 | • | 0.700 | 500 | 5 | 2000 |
| | | | | | | 1110 | CACI LII | | | | | | | | | |

| | | | | Henrico Maintenano | e Area | | | | | | | |
|------------------|-------------|----|----------|------------------------|---------|----|-------------|----|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus 2Axle 3+Axle | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| nrico Countv | | | From: | Fi.,1 C4 | 1 | | | | | | | |
| Allenshaw Dr | 630 | G | 110111. | Finlay St | | | 0.104 | F | 0.545 | 630 | G | 2003 |
| 7 Michoriaw Di | 000 | Ū | To: | Probst St | | | 0.104 | • | 0.040 | 000 | Ü | 2000 |
| | | | From: | Michael Rd | | | | | | | | |
| Alvarado Rd | 1100 | G | | THOMAS TO | | | 0.107 | F | 0.502 | 1100 | G | 2003 |
| | | | To: | Nortonia Rd | | | | | | | | |
| | | | From: | Gayton Rd | | | | | | | | |
| Andover Rd | 430 | G | | | | | 0.106 | F | | 430 | G | 200 |
| | | | To: | Camrose Rd | | | | | | | | |
| | | | From: | Dilworth Cir | | | | | | | | |
| Antioch Rd | 380 | G | | | | | 0.117 | F | | 380 | G | 200 |
| | | | Io: | Woodview Dr | | | | | | | | |
| A :: " D | | _ | From: | Wilkerson Rd | | | 0.400 | _ | 0.55 | 500 | _ | 000 |
| Antionette Dr | 520 | G | To: | Kahlua Dr | | | 0.106 | F | 0.55 | 520 | G | 200 |
| | | | From: | | | | | | | | | |
| Argus Ln | 360 | G | riom. | Libbie Ave | | | 0.105 | F | | 360 | G | 200 |
| Algus Lii | 300 | G | To: | Beacon Ln | | | 0.103 | | | 300 | G | 200 |
| | | | From: | US 1 | | | | | | | | |
| Athens Ave | 1700 | G | | 031 | | | 0.113 | F | 0.544 | 1700 | G | 200 |
| | | | To: | Aberdeen St | | | | • | | | _ | |
| | | | From: | Alf Ct | | | | | | | | |
| Attems Way | 2100 | G | | | | | 0.107 | F | 0.699 | 2100 | G | 200 |
| | | | To: | Heritage Ln | | | | | | | | |
| | | | From: | Mayberry Rd | | | | | | | | |
| Avalon Dr | 1500 | G | | | | | 0.144 | F | 0.599 | 1500 | G | 200 |
| | | | To: | Farmwood Dr | | | | | | | | |
| | | | From: | SR 6 Patterson Av | re | | | | | | | |
| Baldwin Rd | 530 | G | | | | | 0.117 | F | | 530 | G | 200 |
| | | | To: | Hollins Rd | | | | | | | | |
| | | | From: | Artillery Dr | | | | | | | | |
| Battery Ave | 140 | F | To: | W. I G. | 1 | | 0.139 | F | 0.5 | 140 | F | 200 |
| | | | | Washington St | | | | | | | | |
| Dayland Dd | 520 | _ | From: | US 33 | | | 0.407 | _ | 0.504 | F20 | 0 | 200 |
| Bayard Rd | 530 | G | To: | Biloxi Rd | | | 0.107 | F | 0.521 | 530 | G | 200 |
| | | | From: | | | | | | | | | |
| Bentbrook Drive | 290 | F | 99% | Gilchrist Ave 0% 0% 1% | 0% 0% | С | 0.114 | F | 0.514 | 290 | F | 200 |
| Deniblook Drive | 230 | • | To: | Piccadilly Rd | 070 070 | C | 0.114 | ' | 0.514 | 290 | ' | 200 |
| | | | From: | Nuckols Rd | | | | | | | | |
| Broad Meadows Dr | 510 | G | <u> </u> | Nuckois Ku | | | 0.157 | F | 0.756 | 510 | G | 200 |
| | | | To: | Fireside Dr | | | | • | | | _ | |
| | | | From: | Darrowby Rd | | | | | | | | |
| Broad Meadows Rd | 1400 | G | | | | | 0.117 | F | 0.901 | 1400 | G | 200 |
| | | | To: | Francistown Rd | | | | | | | | |
| | | | From: | Second Ave | | | | | | | | |
| Broadway Ave | 250 | G | | | | | 0.12 | F | 0.548 | 250 | G | 200 |
| | | | Tn | Oakdale Ave | | | | | | | | |
| | | | From: | Hargrove Ave | | | | | | | | |
| Byron St | 2400 | G | | | | | 0.103 | F | | 2400 | G | 200 |
| | | | To: | Thompson St | | | | | | | | |
| | | | From: | Vassar Rd | | | | | | | | _ |
| Camrose Rd | 630 | F | 98% | 0% 1% 0% | 0% 0% | С | 0.108 | F | 0.591 | 630 | F | 200 |
| | | | To: | Lester Ln | | | | | | | | |
| O - m all | | _ | From: | Meadow Rd | | | 0.40- | _ | | 070 | _ | 000 |
| Candlewood Ln | 370 | G | To: | M 'H 1 Y | 1 | | 0.105 | F | | 370 | G | 200 |
| | | | 10. | Mailbrook Ln | | | | | | | | |

| | ength AADT | QA | 4Tire | Bus 2Axle 3+Axle 1 | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
|-----------------------|-------------------|----|--------------|-----------------------|-----------|----|-------------|----|---------------|-------|----|------|
| lenrico Countv | | | From: | Shadow La | Ī | | | | | | | |
| Charnwood Rd | 280 | G | | Shadow La | | | 0.086 | F | 0.68 | 280 | G | 2003 |
| Ghaniwood Nd | 200 | J | To | Higginbotham | | | 0.000 | ' | 0.00 | 200 | J | 2000 |
| | | | From: | Ott St | | | | | | | | |
| Chickahominy Ave | 280 | G | | Oli Si | | | 0.119 | F | 0.594 | 280 | G | 2003 |
| omenaneminy , we | 200 | • | To: | Springdale Rd | | | 0.110 | • | 0.001 | 200 | Ŭ | 2000 |
| | | | From: | River Run Dr | | | | | | | | |
| Chickahominy Branch D | 440 | G | <u> </u> | River Run Di | | | 0.098 | F | 0.886 | 440 | G | 2003 |
| Chickarening Branen B | | • | To: | Mill Rd | | | 0.000 | • | 0.000 | | Ŭ | |
| | | | From: | Hood Dr | 1 | | | | | | | |
| Clauson Rd | 100 | G | <u> </u> | Hood Di | | | 0.139 | F | 0.679 | 100 | G | 2003 |
| 0.0000 | | • | To: | Franconia Rd | | | 000 | • | 0.0.0 | | • | |
| | | | From: | Schaum Ct | | | | | | | | |
| Cliffmore Dr | 480 | G | | Schaum Ct | | | 0.116 | F | 0.825 | 480 | G | 2003 |
| Gillinoic Bi | 400 | Ŭ | To: | Springfield Rd | 1 | | 0.110 | • | 0.020 | 400 | O | 2000 |
| | | | From: | | | | | | | | | |
| Cliffmore Drive | 300 | F | 99% | Baria Dr 0% 1% 0% | 0% 0% | С | 0.088 | F | 0.654 | 300 | F | 2003 |
| Ommiore Drive | 300 | • | 99 70 To: | Schaum Ct | J /0 J /0 | U | 0.000 | ' | 0.004 | 300 | ' | 200 |
| | | | From: | | | | | | | | | |
| Cloverdale St | 1100 | G | | Penick Road | | | 0.092 | F | 0.673 | 1100 | G | 2003 |
| Gioverdale St | 1100 | 3 | To: | Glenside Dr | | | 0.032 | - | 0.073 | 1100 | 3 | 200 |
| | | | From: | | | | | | | | | |
| Cole Blvd | 1000 | G | r rom. | Longdale Ave | | | 0.186 | F | 0.509 | 1000 | G | 2003 |
| Cole Biva | 1000 | G | To: | Miller Rd | 1 | | 0.100 | Г | 0.509 | 1000 | G | 200 |
| | | | From: | Norfolk St | | | | | | | | |
| Cole Blvd | 1000 | G | | | | | 0.174 | F | 0.506 | 1000 | G | 2003 |
| | | | To: | Longdale Rd | | | | | | | | |
| | | | From: | Subrenda Dr | | | | | | | | |
| Colleen Rd | 630 | G | l . | Subrellu Br | | | 0.1 | F | 0.69 | 630 | G | 2003 |
| | | | To: | Annlyn Dr | | | | | | | | |
| | | | From: | Bonruth Pl | | | | | | | | |
| Colony Bluff Dr | 610 | G | <u> </u> | Domain 11 | | | 0.114 | F | 0.720 | 610 | G | 2003 |
| , , | | | To: | Dellbrooks Pl | | | | | | | | |
| | | | From: | Rudolph Rd | • | | | | | | | |
| Comet Rd | 850 | G | <u> </u> | radoipii ra | | | 0.107 | F | 0.543 | 850 | G | 2003 |
| | | • | To: | Skipwith Rd | | | 0 | • | 0.0.0 | 000 | • | |
| | | | From: | Glen Point Cir | | | | | | | | |
| Copperas La | 2200 | G | <u> </u> | Gien Foint Cir | | | 0.11 | F | 0.627 | 2200 | G | 2003 |
| Copperus Lu | 2200 | Ŭ | To: | Brandon Creek Pl | | | 0.11 | • | 0.027 | 2200 | O | 2000 |
| | | | From: | Northwind Dr | | | | | | | | |
| Cottage Cove Drive | 700 | F | 99% | | 0% 0% | С | 0.087 | F | 0.656 | 700 | F | 2003 |
| Collage Cove Drive | 700 | • | To: | Causeway Dr | 070 070 | C | 0.007 | ' | 0.000 | 700 | | 2000 |
| | | | From: | | | | | | | | | |
| Cottage St | 1400 | G | | Maplewood Rd | | | 0.124 | F | | 1400 | G | 2003 |
| Collage St | 1400 | • | To: | Parkside Ave | | | 0.124 | ' | | 1400 | O | 200 |
| | | | From: | | 1 | | | | | | | |
| Country Creek Way | 770 | G | r rom. | SR 271 Pouncy Tract R | a | | 0.092 | F | 0.841 | 770 | G | 2003 |
| Oddining Oreen Way | 770 | J | To: | Country Creek Ct | | | 0.032 | ' | 0.041 | 110 | J | 200 |
| | | | From: | | | | | | | | | |
| Crystalwood Ln | 240 | G | erom. | West End Dr | | | 0.125 | F | | 240 | G | 2003 |
| OrystalWOOD LIT | 240 | G | To: | Donaldwood DR | | | 0.125 | ٦ | | ∠40 | G | 200 |
| | | | E | | | | | | | | | |
| Domoscus Dr | 400 | _ | From: | Upham Dr | | | 0.440 | _ | 0.505 | 400 | _ | 000 |
| Damascus Dr | 480 | G | To: | Old O11 p.1 | | | 0.110 | F | 0.505 | 480 | G | 2003 |
| | | | 10. | Old Orchard Rd | | | | | | | | |
| D D : | | _ | From: | Old Orchard Rd | 00/ 00/ | _ | 0.000 | _ | 0.00- | 440 | _ | 0000 |
| Damascus Drive | 440 | F | 98% | 0% 1% 1% | 0% 0% | С | 0.088 | F | 0.667 | 440 | F | 2003 |
| | | | To: | Brookfield Rd | 1 | | | | | | | |

| | | | | пеі | inco Maintenance Area | | | | | | | | |
|--------------------|-------------|----|----------|-----|------------------------------|----------|----|---------------|---------------|---------------|-------|-----|------|
| Route | Length AADT | QA | 4Tire | Bus | Truck 2Axle 3+Axle 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| enrico County | | | From: | | Three Chant Dd | ī | | | | | | | |
| Dresden Rd | 1400 | G | | | Three Chopt Rd | | | 0.107 | F | 0.608 | 1400 | G | 2003 |
| | | | To | | Claymont Rd | | | | | | | | |
| | | | From: | | Westwick Rd | | | | | | | | |
| Drovin Dr | 70 | G | To | | W. 1.1 D1 | | | 0.118 | F | 0.5 | 70 | G | 2003 |
| | | | Erom: | | Kingsbridge Rd | | | | | | | | |
| Fenwick St | 580 | G | r tom. | | Laburnum Ave | | | 0.095 | F | 0.786 | 580 | G | 2003 |
| . Gillion Gt | | | To: | | Sizer Rd | | | 0.000 | • | 000 | | | |
| | | | From: | | Diane Ln | | | | | | | | |
| Franconia Road | 390 | F | 99% | 0% | 0% 0% 0% | 0% | С | 0.115 | F | 0.587 | 390 | F | 200 |
| | | | To: | | Clauson Rd | | | | | | | | |
| Galaxie Rd | 2100 | G | From: | | Alycia Ave | | | 0.141 | F | 0.502 | 2100 | G | 200 |
| Calaxic I (d | 2100 | Ū | To: | | Vernon Rd | | | 0.141 | ' | 0.502 | 2100 | J | 200 |
| | | | From: | | Lakefield Mews Dr | | | | | | | | |
| Gay Ave | 6100 | G | | | | | | 0.093 | F | 0.516 | 6100 | G | 200 |
| | | | To: | | Millers Ln | | | | | | | | |
| Combo Dd | 740 | • | From: | | Belfort Rd | | | 0.000 - 5 | 0.504 | 710 | 0 | 200 | |
| Gunby Rd | 710 | G | To | | Wishart Rd | 1 | | 0.088 | F | 0.594 | 710 | G | 200 |
| | | | From: | | Englewood Rd | 1 | | | | | | | |
| Hamilton Rd | 1100 | G | | | Englewood Ru | | | 0.151 F | F | 0.572 | 1100 | G | 200 |
| | | | To: | | Mountain Rd | | | | | | | | |
| Henrico Ave | | | From: | | Ridge Rd | | | | | | | | |
| | 790 | G | | | D :15 | | | 0.188 | F | 0.848 | 790 | G | 200 |
| | | | 10. | | David Dr | | | | | | | | |
| Hickory Ave | 130 | G | From: | | Wildwood St | | | 0.108 | F 0.679 | 0.679 | 130 | G | 200 |
| Thorony 7 Wo | | | To: | | SR 5; New Market Rd | | | 0.100 | • | 0.070 | 100 | | |
| | | | From: | | Chamberlayne Ave | | | | | | | | |
| Hilliard Rd | 330 | G | | | | | | 0.103 | F | F 0.691 | 330 | G | 200 |
| | | | To: | | Hawthorne Ave | | | | | | | | |
| Hillside Ave | 330 | G | From: | | Three Chopt Rd | | | 0.112 F 0.632 | 0.632 | 330 | G | 200 | |
| I IIIISIUE AVE | 330 | G | To: | | Granger Rd | | | 0.112 | | 0.032 | 330 | G | 200 |
| | | | From: | | N Parham Rd | | | | | | | | |
| Holly Hill Dr | 6600 | G | l- | | | | | 0.101 | 0.101 F 0.580 | 6600 | G | 200 | |
| | | | To: | | Saint Michaels Ln | | | | | | | | |
| | | | From: | | Patterson Ave | | | | | | | | |
| Horsepen Rd | 7400 | G | To: | | Three Chopt Rd | | | 0.103 | F | 0.740 | 7900 | G | 200 |
| | | | From: | | Hungary Rd | | | | | | | | |
| Hungary Ridge Dr | 690 | G | | | nungary Ku | | | 0.119 | F | 0.725 | 690 | G | 200 |
| | | | To: | | Hungary Ridge Ct | | | | | | | | |
| Hungary Springs Rd | | | From: | | Staples Mill Rd | | | | 14 F 0.636 | | | | |
| | 6100 | G | | | | | | 0.114 | | 0.636 | 6500 | G | 200 |
| | | | Tn | | Hungary Rd | | | | | | | | |
| Ivy Ave | 130 | G | From: | | Beal St | | | 0.1 | F | | 130 | G | 200 |
| IVY AVC | 130 | G | To: | | Read St | | | 0.1 F | | 130 | G | 200 | |
| | | | From: | | Lauderdale Rd | <u> </u> | | | | | | | |
| John Rolfe Pkwy | 2200 | G | <u> </u> | | -marrant 1tu | | | 0.102 | F | 0.55 | 2300 | G | 200 |
| • | | | To: | | Ridgefield Pkwy | | | | | | | | |
| | | | From: | | Mountain Rd | | | | | | | | |
| Jordan Dr | 300 | G | Tar | | D1 1 | | | 0.114 | F | 0.586 | 300 | G | 200 |
| | | | To: | | Bowles Ln | | | | | | | | |

| | | | | Henrico Maintenance Area | | | | | | | | |
|------------------|-------------|----|------------|--------------------------|-----|----|-------------|--------------|---------------|-------|-----|------|
| Route | Length AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| nrico County | | | From: | SR 271; Pouncy Tract Rd | | | | | | | | |
| Kain Rd | 670 | G | <u> </u> | SR 2/1, Founcy Tract Ru | | | 0.097 | F | 0.722 | 670 | G | 2003 |
| | | | To: | Willane Rd | | | | | | | | |
| | | | From: | Strath Rd | | | | | | | | |
| Kinvan Rd | 620 | G | | | | | 0.099 | F | 0.664 | 620 | G | 200 |
| | | | To: | Beowulf Dr | | | | | | | | |
| Lafarratta Arra | 000 | _ | From: | Linbrook Dr | | | 0.400 | _ | 0.000 | 000 | 0 | 000 |
| Lafayette Ave | 280 | G | To: | Thornrose Ave | | | 0.132 | F | 0.622 | 280 | G | 200 |
| | | | From: | Monida Rd | | | | | | | | |
| Lakefront Dr | 230 | G | <u></u> | Monda Ku | | | 0.098 | 0.098 F 0.83 | 230 | G | 200 | |
| 20110110111121 | | • | To: | Sunburst Rd | | | 0.000 | • | 0.00 | | | |
| | | | From: | Creston Rd | | | | | | | | |
| Lakewood Rd | 260 | G | | | | | 0.113 | F | 0.55 | 260 | G | 200 |
| | | | To: | Meadowbrook Rd | | | | | | | | |
| | | | From: | Mountain Rd | | | | | | | | |
| Lambeth Rd | 530 | G | | | | | 0.12 | F | 0.554 | 530 | G | 200 |
| | | | To: | Glen Lake Dr | | | | | | | | |
| | | _ | From: | Lampworth Cir | 201 | | | 0.000 F | 0.700 | | _ | |
| Lampworth Road | 230 | F | 98% To: | 0% 1% 1% 0% | 0% | С | 0.092 F | 0.762 | 230 | F | 200 | |
| | | | From: | Lampworth Ct | | | | | | | | |
| Lawndell Rd | 1600 | G | FIOIII. | Haviland Dr | | | 0.09 | F | 0.68 | 1600 | G | 200 |
| | 1000 | • | To: | Murdock Rd | | | 0.03 | ' | 0.00 | 1000 | J | 200 |
| | | | From: | Brendonridge Ln | 1 | | | | | | | |
| Lothbury Lane | 80 | F | 99% | 1% 0% 0% 0% | 0% | С | 0.147 F | F | 0.727 | 80 | F | 200 |
| | | | To: | Edenbury Dr | | | | | | | | |
| | | | From: | Hermitage Rd | | | | 19 F 0. | | | G | 200 |
| Lourdes Rd | 1300 | G | | | | | 0.119 | | 0.724 | 1300 | | |
| | | | To: | Galway La | | | | | | | | |
| | | | From: | SR 33; Nine Mile Rd | | | | | | | | |
| Marlin Dr | 560 | G | To: | mi: 10 | | | 0.11 | F | = 0.651 56 | 560 | G | 200 |
| | | | | Third St | | | | | | | | |
| Meadow View Rd | 90 | G | From: | SR 157 | | | 0.116 | F 0.727 | 90 | G | 200 | |
| ivieadow view Rd | 90 | G | To: | Ceres Rd | | | 0.116 | Г | 0.727 | 90 | G | 200 |
| | | | From: | | | | | | | | | |
| Megan Dr | 320 | G | | Mountain Rd | | | 0.122 | 22 F 0.6 | 320 | G | 200 | |
| Mogan Di | 523 | • | To: | Megan Way | | | 0.122 | • | 0.0 | 020 | Ū | |
| | | | From: | SR 5 | Ī | | | | | · | | |
| Midview Rd | 1300 | G | | | | | 0.109 | F | 0.644 | 1300 | G | 200 |
| | | | To: | Holland St | | | | | | | | |
| | | | From: | Rasmussen Dr | | | | | | | | |
| Monaco Dr | 410 | G | | | | | 0.140 | F | 0.879 | 410 | G | 200 |
| | | | To: | Turka Dr | | | | | | | | |
| Montclair Rd | | | From: | Harvie Rd | | | 0.000 | _ | 0.500 | 000 | | |
| | 690 | G | To | Гт-1 | | | 0.090 | F | 0.586 | 690 | G | 200 |
| | | | E | E Laburnum Ave | | | | | | | | |
| Mooreland Rd | 1800 | G | From: | Norwick Rd | | | 0.108 | F | 0.832 | 1800 | G | 200 |
| | 1000 | G | To: | Tolman Rd | | | 0.100 | ٢ | ∪.03∠ | 1000 | G | ∠∪(|
| | | | From: | US 360 | | | | | | | | |
| Neal St | 3500 | G | <u> </u> | US 300 | | | 0.111 | F | | 3500 | G | 200 |
| | 5555 | - | To: | Bolling Rd | | | J. 1 1 1 | • | | 3000 | _ | _00 |
| | | | From: | Hungary Rd | i | | | | | | | |
| North Run Rd | 3500 | G | <u> </u> | | | | 0.098 | F | 0.597 | 3500 | G | 200 |
| | | | | Joycelyn Ct | | | | | | | | |

| | | | | | rea | | | | | | | |
|---------------------|-------------|----|--|----------------------|-------------|------------|-------------|---------|---------------|-------|----|------|
| Route | Length AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Tr | | Ω C | K Factor | QK | Dir Factor | AAWDT | QW | Yea |
| ırico Countv | | | From: | Communica D.I | | | | | | | | |
| Old Hanover Rd | 1100 | G | riom. | Grapevine Rd | | | 0.098 | F | 0.543 | 1200 | G | 200 |
| | | | To: | SR 156; Airport Dr | | | | | | | | |
| | | | From: | Purcell Rd | | | | | | | | |
| Omega Road | 120 | F | | | | | 0.119 | F | 0.563 | 120 | F | 200 |
| | | | To: | Fruehauf Rd | | | | | | | | |
| | | | From: | Nuckols Rd | | | | | | | | |
| Opaca Ln | 210 | G | | | | | 0.133 | F | | 210 | G | 200 |
| - | | | To: | Chapel Rd | | | | | | | | |
| | | | From: | Delwood St | | | | | | | | |
| Penick Rd | 1500 | G | | Delwood St | | l | 0.102 | F | 0.503 | 1500 | G | 200 |
| 1 CHIOK TO | 1000 | Ŭ | To: | Cloverdale St | | l | 0.102 | • | 0.000 | 1000 | O | 200 |
| | | | From: | | | | | | | | | |
| Dinaals Dand | 00 | _ | | Harvie Rd | / 00/ | | 0.405 | _ | 0.5 | 00 | _ | 200 |
| Pinoak Road | 80 | F | 98% To: | 1% 1% 0% 0% | <u>6</u> 0% | С | 0.105 | F | 0.5 | 80 | F | 2003 |
| | | | | Dixie Rd | | | | | | | | |
| | | | From: | Yates Ln | | | | | | | | |
| Pleasant St | 1900 | G | _ | | | ì | 0.097 | 0.097 F | | 1900 | G | 200 |
| | | | To: | Apple Grove Ln | | | | | | | | |
| | | | From: | Beagle Dr | | | | | | | | |
| Poates Drive | 380 | F | 98% | 0% 1% 0% 0% | 6 0% | С | 0.095 F | F | 0.611 | 380 | F | 200 |
| | | | To: | Galway Ln | | | | | | | | |
| | | | From: | Charles City Rd | | | | | | | | |
| Poplar Spring Rd | 1500 | G | | Chartes City Ita | | | 0.106 | F | 0.55 | 1500 | G | 200 |
| . opia. opinig i ta | | | To: | Portugee Rd | | | 000 | • | 0.00 | | • | |
| | | | From: | | | | | | | | | |
| Daines Ave | 000 | _ | From: | Gray St | | | 0.404 | _ | 0.050 | 000 | 0 | 200 |
| Raines Ave | 990 | G | To: | W , D1 | | l | 0.124 | F | 0.659 | 990 | G | 200 |
| | | | | Wooton Rd | | | | | | | | |
| | | | From: | Pepperbill Ln | | | | | F 0.519 | 3200 | G | 200 |
| Raintree Dr | 3200 | G | | | | 1 | 0.113 | F | | | | |
| | | | To: | Falconbridge Dr | | | | | | | | |
| | | | From: | US 60 | | | | | 0.539 | | G | 200 |
| Raleigh Rd | 520 | G | | | | | 0.109 | F | | 520 | | |
| | | | To: | Caswell St | | | | | | | | |
| | | | From: | Roy Rd | | | | | | | | |
| Sandston Ave | 310 | G | <u> </u> | | | ı | 0.095 | 95 F 0 | 0.721 | 310 | G | 200 |
| | | | To: | Huntsman Rd | | | | | | | | |
| | | | From: | Harvie Rd | | | | | | | | |
| Sandy Ln | 1300 | G | | Haivie Ku | | | 0.102 | E | | 1300 | G | 200 |
| | 1300 | G | To: | Clauda Dd | | l | 0.102 | Г | | 1300 | G | 200 |
| | | | | Glenda Rd | | | | | | | | |
| Santa Clara Dr | | _ | From: | Barck Pl | | | | _ | | | _ | |
| | 280 | G | | | | ı | 0.156 | F | 0.659 | 280 | G | 200 |
| | | | To: | Tarrytown Dr | | | | | | | | |
| | | | From: | Glasgow St | | | | | | | | |
| Scotland Ln | 370 | G | _ | | | - | 0.091 | F | | 370 | G | 200 |
| | | | To: | Sadler Rd | | | | | | | | |
| | | | From: | Best Plaza | | | | | | | | |
| Scott Rd | 390 | G | <u>. </u> | | l l | • | 0.131 | F | 0.651 | 390 | G | 200 |
| | | | To: | Level Green Ln | | | | | | | | |
| | | | From: | Broadway Ave | | | | | | | | |
| Second Ave | 270 | G | <u> </u> | Dioauway Ave | | l | 0.095 | F | 0.793 | 270 | G | 200 |
| Second Ave | 210 | 3 | To: | Ackley Ave | 1 | | 0.030 | | 0.133 | 210 | J | 200 |
| | | | | | | | | | | | | |
| | | _ | From: | Confederate Ave | | | | _ | | | _ | |
| Sedgwick St | 150 | G | _ | | | Ī | 0.124 | F | 0.579 | 150 | G | 200 |
| | | | To: | Wilson Way | | | | | | | | |
| | | | | | | | | | | | | |
| | | | From: | Gaines Rd | | | | | | | | |
| Springdale Rd | 1500 | G | From: | Gaines Rd | | | 0.102 | F | 0.536 | 1500 | G | 200 |

| | | | | Herrico Marrieriarice Area | | | | | | | | |
|-------------------|-------------|-------|----------|--------------------------------|---|-------|---------------|-------|---------------|-------|------|------|
| Route | Length AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2 | (| ЭC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| enrico County | | | | | | | | | | | | |
| | 4500 | • | From: | Glidewell Rd | | | 0.004 | _ | 0.605 | 1500 | 0 | 2002 |
| St Charles Rd | 1500 | G | To: | Diane Ln | | | 0.094 | F | 0.605 | 1500 | G | 2003 |
| | | | From: | Buckingham Ave | | | | | | | | |
| Stoneleigh St | 430 | G | <u> </u> | Buckingham Ave | | | 0.089 F 0.628 | 0.628 | 430 | G | 2003 | |
| g | | | To: | Essex Rd | | | | | | | | |
| | | | From: | Timber Rd | | | | | | | | |
| Terry Dr | 1100 | G | | | | | 0.097 | F | 0.534 | 1100 | G | 2003 |
| | | | To: | Royerton Dr | | | | | | | | |
| | | | From: | Sadler Rd | | | | | | | | |
| Thorncroft Dr | 220 | G | | W | | | 0.109 | F | 0.571 | 220 | G | 2003 |
| | | | From: | Waterfront Dr Riverdale Ave | | | | | | | | |
| Thorncroft Dr | 790 | G | | Atverture Tive | | | 0.136 | F | 0.532 | 790 | G | 200 |
| | | | To: | Chicopee Rd | | | | | | | | |
| | | | From: | Cedar Fork Rd | | | | | | | | 200 |
| Tiffanywoods Lane | 660 | F | | | | | 0.092 | F | 0.609 | 660 | F | |
| | | | To: | Cloverfield Ln | | | | | | | | |
| | | | From: | Garland Ave | | | | | | _ | | |
| Union St | 160 | G | | | | | 0.145 F | | 160 | G | 200 | |
| | | | To: | Medlock Rd | | | | | | | | |
| V-II 6-14 D-1 | 200 | _ | From: | Stoneman Rd | | | 0.103 F | 0.500 | 000 | 0 | 200 | |
| Valleyfield Rd | 890 | G | To | Wistar Rd | | | | F | 0.529 | 890 | G | 200 |
| | | | From: | | | | | | | | | |
| Warren View Rd | 240 | G | r tolli. | Evansdale Rd | | | 0.105 | F | 0.588 | 240 | G | 200 |
| | 240 | Ū | To: | Poplar Forest Dr | | | 0.100 | • | 0.000 | 240 | | 200 |
| | | | From: | US 360 | | | | | | | | |
| Watts Ln | 3000 | G | | 65300 | | | 0.091 | F | | 3000 | G | 200 |
| | | | To: | Rosser Rd | | | | | | | | |
| | | | From: | Parham Rd | | 0.123 | | | | 280 | G | |
| Weldon Dr | 280 | 80 G | | | | | 0.123 | F | 0.676 | | | 200 |
| | | | To: | Bridle La | | | | | | | | |
| | | | From: | Causeway Dr | | | | | | | | |
| Wilde Lake Dr | 550 | G | To: | N dll D | | | 0.105 F 0.509 | 550 | G | 200 | | |
| | | | 10. | Northlake Dr | | | | | | | | |
| Wilderness Dr | 50 | c | From: | Dead End | | | 0.196 | F | 0.5 | 50 | G | 200 |
| | 50 | G | To: | Kilgore St | | | 0.190 | • | 0.5 | 30 | G | 200 |
| | | | From: | US 250- Broad St | | | | | | | | |
| Wistar St | 470 | 470 G | <u> </u> | 03 230- Bload St | | | 0.101 | F | 0.802 | 470 | G | 2003 |
| | 470 | | To: | Oak Ridge Rd | | 0.101 | | • | 0.002 | | J | |
| | | | From: | Baldwin Rd | | | | | | | | |
| Wood Rd | 180 | G | | | | | 0.116 | F | 0.674 | 180 | G | 200 |
| | | | To: | Sunderland Rd | | | | | | | | |
| | | | From: | Westham Pkwy | | | | | | | | 200 |
| Woodbury Rd | 120 | G | | | | | 0.109 | F | 0.731 | 120 | G | |
| | | | To: | Horsepen Rd | | | | | | | | |
| | | | From: | Wyndam Lake Dr | | | | | _ | , | | |
| Wyndham Park Dr | 4100 | G | | | | 0.105 | F | 0.735 | 4100 | G | 2003 | |
| | | | To: | Dominion Club Dr | | | | | | | | |
| V | | | From: | Wilson Rd | | | 0.400 | _ | 0.70- | | | 000 |
| Yarnell Rd | 80 | G | Te: | MCII D.I | | | 0.133 | F | 0.727 | 80 | G | 200 |
| | | | To: | Miller Rd | | | | | | | | |